REGISTERED No. 17—1874.

The Bombay Gazette.

...—NEW SERIES. BOMBAY :—FRIDAY, JULY 17, 1874.

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... Bombay Gazette

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In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

All Advertisements are charged according to the space occupied Nonpareil, or the smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—RUPEES 2.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "ASIA," 1,755 Tons, 200 H.P., Commander A. GRAY, will be despatched on THURSDAY, the 3rd July 1874, at 4 P.M.

	July 1874.		August 1874.
Leaves BOMBAY	23	Leaves Madras	7
„ Carwar	25	„ Cocanada	9
„ Narrakal	29	„ Vizagapatam	10
„ Allepy	29	„ Bimlipatam	10
„ Tuticorin	31	„ Gopaulpore	11
„ Colombo	August 1	„ Paise Point	12
„ Galle	2	Arrives at CALCUTTA	14
„ Negapatam	5		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1874, to the end of August excepting at Carwar, it is uncertain whether communication can be maintained with the ports on the Malabar Coast. The Steamers will however call at these ports weather permitting. Passengers can also almost always be landed at Narrakal, six miles north of Cochin, and at Alleppey.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bushch, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s. s. CALCUTTA, 863 Tons, 120 H.P., Commander J. MELVILLE, will be despatched on WEDNESDAY, the 29th July, 1874, at 2 P.M.

	July 1874.		August 1874.
Leave BOMBAY	29	Leave BUSREH	17
„ Kurrachee	Aug. 2	„ Mahomerah	17
„ Muscat	5	„ Bushire	19
„ Bunder Abbas	7	„ Bahrein	19
„ Linga	9	„ Linga	23
„ Bushire	11	„ Bunder Abbas	25
„ Koweit	11	„ Muscat	27
„ Feo	13	„ Guadur	29
„ Mahomerah	13	„ Kurrachee	Sept. 1
Arrive BUSREH	14	Arrive BOMBAY	4

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, at 2 o'clock, and commencing on the 29th July current an extra steamer on every Saturday at the same hour.

The s.s. KURRACHEE, 510 Tons, 120 H. P., Commander T. NAILOR, will be despatched on WEDNESDAY, the 22nd July 1874, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

VIA SUEZ CANAL.

THE s.s. STRATHCLYDE, C. W. PEARSON, Commander, 1,951 Tons gross, 1,000 H.P., effective, built expressly for the Indian Trade, will probably SAIL for LIVERPOOL or LONDON in AUGUST next, taking First-class Passengers only.

FARE.....Rs. 500.

Exclusive of Wines and Liquor, which can be procured on board.

This Vessel has very superior accommodation, and is fitted with Ice-house, Piano, Punkahs, &c., and also carries a Surgeon and Stewardess.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
FINLAY, MUIR, & Co., Agents.

Bombay, 25th June 1874.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st *of each month.*

PASSENGERS, RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.		2nd Class.		3rd Class.	
To Aden	£22	.....	£15	.....	£4	Including Wines. Without food.
„ Suez	36	.....	23	.....	8	
„ Port Said	38	.....	24	.....	9	
„ Alexandria	39	.....	25	.....	9-10	
„ Messina	50	.....	34	.....	14	
„ Naples	50	.....	34	.....	14	
„ Leghorn	50	.....	34	.....	14	
„ Genoa	50	.....	34	.....	14	
„ Marseilles (transhipment at Genoa)	52	.....	35	.....	14-10	

Children under 2 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"ARABIA," to sail on SATURDAY, 1st August 1874.
"INDIA," to sail on TUESDAY, 1st September 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1874.

CONSIGNEES of CARGO per s.s. ALPS, arrived from Liverpool and Glasgow, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunder.

No Claims for damage or short delivery will be admitted under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHAM & Co.,
Agents s.s. Alps.

Bombay, 15th July 1874.

CONSIGNEES of CARGO per s.s. MURIEL, arrived from LIVERPOOL, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunder.

No Claims for damage or short delivery will be admitted under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHAM & Co.,
Agents s.s. Muriel

Bombay, 15th July 1874.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties de irous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native Languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertising of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

VIA SUEZ CANAL.

On Friday, the 17th July, 1874, at 5 P.M., from Mazagon.

THE P. & O. Co.'s S. S. AUSTRALIA, (3,648 Tons, and 600 H.P.,) Captain J. S. MURRAY, will leave for Southampton, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Suez, Brindisi, Venice, Marseilles, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Cargo for Liverpool will be forwarded either direct or by Steamer to London or Southampton, and thence by rail or steamer.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 10th July 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 27th July 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MIRZAPORE, (3,763 tons and 600 H.P.,) Captain A. PARSON, R.N.R., will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not indorsed in the Company's Office before noon, on Friday, the 24th July.

F. D. PARKER, Acting Superintendent.

Bombay, 13th July 1874.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE *via* SUEZ CANAL.

THE Steamer DIDO, 1,200 Tons, will be despatched for Trieste early in August.

Cargo taken for Trieste, Venice, Constantinople, Odessa, Aden, Egypt, England and the Continent generally.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Agent.

28, Bombay Green, opposite the Custom House, 7th July 1874.

SALES BY AUCTION.

BOMONJEE DOSSABHOY, AUCTIONEER, No. 6, FORBES STREET.

AUCTION SALE of Valuable Landed Property at Erskine Road near Null Bazaar.

BOMONJEE DOSSABHOY will Sell by Public Auction, on TUESDAY, the 21st instant, at 4 o'clock P.M., on the premises by order of the Mortgagee, Marwady Hurnath Rupajee, and on account and risk of Yemmabai, wife of Sulaman Mahomed.

All that piece or parcel of land or Government ground together with the messuage, tenement, or dwelling-house erected built and standing thereon, situate, lying and being in the Island of Bombay, fronting on the north side of the Erskin Road, in the sub-district of Bhooleshwar, and formerly as well as now in the occupation by tenants Marwady Dama, Cena and several others registered in the books of the Collector of Land Revenue under No. 2206, and assessed by the Municipal Commissioner under No. 9, containing by admeasurement (200-7-0 square yards, be the same little more or less, and bounded as follows:—that is to say, on or towards the east by Khoja charitable ground, on or towards the west by the house of Yemmabai, on or towards the north by the sweeper's passage, and on or towards the south by the Erskine Road.

25 per cent. deposit money required at the time of sale.

For further particulars and conditions of sale, apply to the Undersigned.

FOR SALE ON COMMISSION.

The property of gentlemen.

3 English Calcutta and Madras Built Malvern Dog Carts with Lamps.
2 New Boat-shaped Open Carriages with Lamps.
A Second-hand English-built Brougham.
A ditto Self driving Phaeton.

Also,

A few sets of Plated and Brass-mounted Harnesses, a Gentleman's Saddle, and a Lady's Side Saddle.

And Also,

Four Iron Carriage Lifters for greasing purposes.

The Property of Mr. T. Bruning, leaving India.

A Second-hand English-built Dog Cart with moveable Hood, in excellent order.

The Property of a Gentleman that has left Bombay—

A First-class Rosewood Tricord, Check Action Piano by Haines Brothers of New York. To be seen at the Rooms of the Undersigned. The above instrument cost the importer Rs. 1,400, and is one of the finest Pianos in India.

BOMONJEE DOSSABHOY,
Auctioneer and Commission Agent.

Bombay, 17th July 1874.

MENESSE AND COMPANY.

AUCTION SALE OF DAMAGED GUNNIES.

THIS DAY, FRIDAY, the 17th instant, at 3 p.m., Messrs. MENESSE and Co. will sell by Public Auction, at Carnac Bunder, the undermentioned bales of Gunnies, on account and at the risk of whom it may concern, by order of Messrs. Visram Ebram and Co., ex s. s. Emblehope from Calcutta.

V E & Co. P G B	12	Bales	Damaged	Gunnies	each 300 Gunnies.
T G B	2	„	ditto	ditto	each 250 ditto
P B	13	„	ditto	ditto	each 600 Half do.
H—P G B—	10	„	ditto	ditto	each 300 Gunnies.

MENESSE & Co.

Bombay, 17th July 1874.

ABERDEEN POLISHED GRANITE for MONUMENTS, in Red and Blue, from 45-0 0, free on board ship for any part of India. Inscriptions accurate and beautiful. Plans and prices free from JOHN W. LEGGE, Aberdeen, Scotland.

"FOR THE BLOOD IS THE LIFE."

CLARKE'S

WORLD-FAMED BLOOD MIXTURE.

TRADE MARK—"BLOOD MIXTURE."

THE GREAT BLOOD PURIFIER AND RESTORER,

For cleansing and clearing the blood from all impurities, cannot be too highly recommended.

For Scrofula, Scurvy, Skin Diseases, and Sores of all kinds it is a never-failing and permanent cure.

It Cures old Sores
Cures Ulcerated Sores on the Neck
Cures Ulcerated Sore Legs
Cures Blackheads, or Pimples on the Face
Cures Scurvy Sores
Cures Cancerous Ulcers
Cures Blood and Skin Diseases
Cures Glandular Swellings
Clears the Blood from all impure Matter
From whatever cause arising.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietor solicits sufferers to give it a trial to test its value.

Thousands of Testimonials from all parts.

Sold in Bottles 2s. 3d. each, and in Cases, containing six times the quantity, 11s. each—sufficient to effect a permanent cure in the great majority of long-standing cases, BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world.

Sole Proprietor, F. J. CLARKE, Chemist,
APOTHECARIES' HALL, LINCOLN, ENGLAND.

EXPORT AGENTS.

Burgoyne, Burbidges and Co., Coleman Street, London.
Newbery and Sons, 37 Newgate Street, London.
Barclay and Sons, 95 Farringdon Street, London.
Sanger and Sons, Oxford Street, London.
And all the London Wholesale Houses.

AGENTS FOR THE BENGAL PRESIDENCY.
Smith, Stanistreet and Co.; Bathgate and Co., Calcutta.

AGENTS FOR THE BOMBAY PRESIDENCY.
Treseher and Co.; Bolton and Co.

AGENTS FOR THE MADRAS PRESIDENCY.
Parrie and Co; De Beaux and Co.; Scott, Mascarine and Co.

AGENT FOR RANGOON.
Dr. F. Maynard, Medical Hall.

PETROLEUM LAMPS!

LAMPS. LAMPS.

WRIGHT AND BUTLER,

MANUFACTURERS AND EXPORTERS,

BIRMINGHAM.

Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety.

Lamps fitted with American or any other description of Burner. Patentees of the celebrated

"ECLIPSE."—NO CHIMNEY BURNER!

Specially adapted for up-country districts, as all breakage of chimneys is avoided, and the light given much greater than that of any other burner same size wick. Photographs and Books containing over 500 designs upon application. Indents must be sent through an English house or covered by drafts 60 d/s.

TO PREVENT WHITE ANTS

IN	FOR
WOODEN SHIPS, RAILWAY SLEEPERS, BEAMS AND HOUSE TIMBERS	SHINGLE ROOFS, SHIPS' BOTTOMS, DAMP OR WET WALLS AND GENERAL IRON AND WOOD WORK.

AND ALSO FOR INTERNAL AND EXTERNAL DECORATIONS.

GRIFFITH'S PATENT ENAMELLING PAINTS, THE SILICATE PAINT COMPANY, Fenwick St., Liverpool. G. W. WHEATLEY & Co., Bombay; or F. HARLEY & Co., Calcutta, Agents.

BICKERSTETH AND CO., Leigh, near Manchester, sole Manufacturers of BICKERSTETH'S COMPOSITION for COVERING BOILERS, CYLINDERS, PIPES, &c. Non-conducting, Non-combustible, and Anti-corrosive.

Trade Mark—"B. & Co., Leigh" (in diamond).

Adapted for Stationary, Locomotive, or Marine Boilers, Cylinders, Pipes, or the surfaces of any vessel in which the retention of heat is a desideratum. In Steamers, the heat in the engine room, &c., is so much reduced as to be of the greatest relief to engineers and firemen. A saving of *twenty-five per cent.* in fuel is effected, and the composition (when properly applied) will last as long as the boiler, pipe, &c. The steam is kept perfectly dry, passing through any length of piping *without condensation.*

THE LEIGH BOILER ANTI-INCRUSTATION COMPOSITION *Agents wanted in every Manufacturing Town and District throughout the World.*

For Copies of Testimonials, and all other information, apply to BICKERSTETH & Co., as above.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4
"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1863 and 1870 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back as 1863 and 1870 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance .....Rs. 10
Single Copy..... Annas 4
Bombay Gazette," Office, Meadow Street, Fort.

CONSIGNEES of CARGO per the Italian Steam-ship ARABIA, Captain CASSANA, arrived in the Harbour THIS MORNING, are hereby requested to SEND in their BILLS of LADING for countersignature, and pay Freight (if any) and apply for DELIVERY ORDERS at the Company's Office, No. 9, Hummum Street, Fort, without delay.

All Claims for short delivery, &c., must be sent in before the departure of the Steamer, otherwise they will not be admitted under any circumstances.

C. GRONDONA, Agent,
Rubattino S. N. Company.

Bombay, 16th July 1874.

THE connection of MR. B. WHITMAN with the BOMBAY TRAMWAY COMPANY (Limited) having CEASED on the 15th instant, all Communications to be addressed to the Undersigned.

STEARNS, HOBART, & Co., Agents.

Bombay, 16th July 1874.

THE GREAT INDIAN PENINSULA RAILWAY COMPANY.

NOTICE TO SHAREHOLDERS.

INTEREST WARRANTS for the Half Year ending 30th June 1874 have THIS DAY been POSTED.

H. P. LeMESURIER, Agent.

Company's Offices, Bombay, 16th July 1874.

QUARTERLY MEETING of the BOMBAY MUNICIPAL CORPORATION, 20th July 1874.—I hereby give NOTICE, that when Item No. 1. of the List of Business to be laid before the above MEETING comes on for consideration, I, J. MACLEAN, Esq., will move,—

"That as the Government of Bombay has acknowledged the fairness of the claim made by the Corporation, and has thrown on the Government of India the responsibility of withholding the annual contribution towards the cost of the Police, a Committee be appointed to prepare and forward an Address to the Government of India on the subject.

H. WYNFORD BARROW,
Clerk to the Municipal Corporation.

Bombay, 16th July 1874.

NOTICE.—SEALED TENDERS will be received at the Office of the Undersigned, up to 2 P.M. on MONDAY, the 20th instant, from parties willing to undertake the—

1. Erecting a Gallery in the Laboratory of the Grant Medical College.
2. Fitting up Jenning's Patent Urinals in the Office of the Inspector General of Registration in the Currency Building.
3. Ditto ditto in the Office of the Commissioner of Paper Currency in di'o.

The Plan and Specifications of the works can be seen and other particulars learnt on application during Office hours.

Tenders are to be made on printed forms only, which will be supplied from this Office.

KAHANDAS MUNCHARAM,
Executive Engineer, Presidency.

Office of Executive Engineer, Presidency,
Bombay, 16th July 1874.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the "*Travellers' Guide.*"

PRICE TWO ANNAS

MELLIN'S EXTRACT,

FOR PREPARING LIEBEG'S MILK.

Always a large supply on hand at the

SOLE AGENTS FOR INDIA,

D. S. KEMP & CO,

D. S. KEMP & CO.,
WHOLESALE CHEMISTS
AND
MANUFACTURERS.
(PRIZE MEDAL, 1873.)

Price List, Wholesale and General, furnished on receipt of card.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

HOUSEHOLD CLARET.

A shipment of this fine WINE has just been received, and the Undersigned are now bottling it. It is, as usual, in excellent order.

Per Dozen .....Rs. 10 0

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE,
BOMBAY.

WANTED.

WANTED, a FOREMAN for a large Establishment of Carriage Manufactory; must understand all the parts of business. Apply to DESCHAMP'S & Co.

TO BE SOLD, two Bay HORSES, one BROUGHAM and one MAIL PHAETON, with double and single HARNESS.

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandize, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

TENTS.—NOTICE.

DURBAR TENTS and CAMP EQUIPAGE of every size and description, made to order at the FUTTEHGUEH ORPHAN ASYLUM TENT MANUFACTURING COMPANY, LIMITED, of best materials procurable, excellent cut, and most handsome workmanship. Established in 1838.

NEW REVISED ILLUSTRATED CATALOGUE will be forwarded gratis on application to

MESSRS. PREM MASIH & Co.,
Managing Directors.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE AND BLACKWELL,

London, and was sentenced by Mr. Justice Phear to TWO YEARS' RIGOROUS IMPRISONMENT,

And on the 30th of the same month, for SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SMAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Odmea's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER in India.

LEA AND PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE,

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper* and *bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which the right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

HOUSES, &c., TO LET.

TO BE LET, a lower-roomed comfortable BUNGALOW, No. 153, in Middle Colaba, recently vacated by Major-General L. S. Hough. For Rent and particulars apply to Mr. PESTONJEE MERWANJEE TUBACK, at No. 116, Tardeo Road.

NOTICES.

THE CONNON MEMORIAL FUND.

SUBSCRIBERS to this Fund are requested to PAY in the amount of their SUBSCRIPTIONS to the Credit of the Secretaries, at the Oriental Bank.

J. M. MACLEAN,
T. BLANEY, } Hon. Secretaries.

Bombay, 18th June 1874.

MHOW.

GREAT ENGLISH ST. LEGER SWEEP, FOR ALL INDIA.

TICKETS Rs. 10 EACH CASH.

For Full Particulars see WEDNESDAY'S Paper.

CAUTION.—The GUNJA KULLIANPUSA, of 1453 Tons, No. 3,851, TINDAL JOSAB ABHANI, who is known as owner thereof. Her license is registered in the name of JOOMA JOSAB. The said Gunja has been mortgaged with Shah Khetey Gunesh by her owners Josab Abhani, Hossain Josabani, and Jooma Josabani since the Samvat year 1927. Public are hereby warned against dealing with her. Who ever there may advance money, purchase her, or in any other way deals with the said Gunja, will do so at his own risk.

NOTICE TO HER MAJESTY'S JUSTICES OF THE PEACE, BOMBAY.—I hereby give Notice, that a MEETING of Her Majesty's Justices of the Peace for the City of Bombay will be HELD at the TOWN HALL, on MONDAY next, the 20th instant, at half-past four o'clock in the afternoon, for the purpose of ELECTING a MEMBER of the MUNICIPAL CORPORATION in room of Colonel J. S. TREVOR, R.E., resigned, and also to ELECT a PERMANENT CHAIRMAN in the room of the late Mr. CONNON.

E. HINLEY,
Clerk to Her Majesty's Justices of the Peace.

Bombay, Fort Police Court, 8th July 1874.

THE NEW EUROPEAN FRUIT AND AMERICAN VEGETABLE, FLOWER, AND FARM SEEDS, have JUST ARRIVED. Detailed Price Lists free by post.

W. L. ATKINSON & Co.
5, Old Court House Street, Calcutta.

NOTICE—TENDERS will be RECEIVED by the EXECUTIVE ENGINEER, POONA and KIRKEE, up to the 31st July 1874, inclusive, for the construction of a MILITARY PRISON and its SUBSIDIARY BUILDINGS at Poona. Plans and Specifications of the Work can be seen at this Office.

No reason will be assigned for the rejection of the lowest or any Tender.

A. U. H. FINCH, Lieut. Col., R. E.,
Executive Engineer, P. & K.

Poona, 30th June 1874.

GRAND DRAWING OF PRIZES, ON THE ART UNION PLAN.

Will be held at Allahabad as soon as the Tickets are sold,

IN AID OF

A DHURMSALA TO BE BUILT AT ALLAHABAD.

(Sanctioned by Resolution IX., of the Municipal Proceedings, dated 24th March 1874.)

20,000 CHANCES AT As. 8 (EIGHT ANNAS) EACH.

For detail of Prizes see *Bombay Gazette* of 1st May 1874.

Tickets are to be had of Messrs. JAMES PIQUDIE & Co., and of the MANAGER, "Victoria" Press, Allahabad.

THE UMBALLA GREAT ENGLISH ST. LEGER SWEEPS, 1874.

3 per cent. only deducted.

No. 1 Sweep. Tickets Rs. 50 (fifty) each.
No. 2 Sweep. Tickets Rs. 10 (ten) each.

WILL CLOSE AND BE DRAWN ON 11TH SEPTEMBER.

Applications and Remittances to be made

TO THE HONORARY SECRETARY,
Umballa St. Leger Sweeps, Umballa.

Full particulars on Saturdays.

N.B.—Please write legible

THE VICTORIA COTTON GIN AND PRESS COMPANY (Limited).—NOTICE is hereby given, that the TENTH ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Company's Office, Umjed Bagh, Broach, on MONDAY, the 20th July 1874, at 4 o'clock P.M., for the transaction of the following and any other business that may be brought before the Meeting:—

1. To receive the Directors' Report on the working of the Mills during the past season.
2. To declare a Dividend.
3. To elect Directors in place of those retiring.
4. To appoint an Auditor for the current year and to fix his remuneration.

By Order of the Directors,
GREAVES, COTTON, & Co.,
Secretaries and Treasurers.

Broach, 2nd July 1874.

THE ALBERT GINNING COMPANY (Limited).—NOTICE is hereby given, that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, Umjed Bagh, Broach, on MONDAY, the 20th July 1874, at 5 o'clock P.M., for the transaction of the following and any other business that may be brought before the Meeting:—

1. To receive the Directors' Report on the working of the Mills during the past season.
2. To declare a Dividend.
3. To elect Directors in place of those retiring.
4. To appoint an Auditor for the current year and to fix his remuneration.

By Order of the Directors,
GREAVES, COTTON, & Co.,
Secretaries and Treasurers.

Broach, 2nd July 1874.

ALFRED MILLS COMPANY (Limited).—NOTICE.—An EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS will be HELD at the Registered Office of the Company, Umjed Bagh, Broach, on FRIDAY, July 24th, at 4 P.M., for the purpose of considering and passing the following Special Resolution:—

"That the Company's Mill be enlarged by the addition of more Spindles and 100 Looms, and by the erection of such Buildings, Machinery, Engines and Boilers as the Directors may think necessary for working the same, and that the Board of Directors be and they are hereby authorized to increase the Capital of the Company by the Issue of 2,000 Shares of Rs. 1,000 each, and that the Directors be at liberty to issue and allot the said last mentioned Shares, and all or any of them, at such time or times hereafter and in such manner and at such price or prices as they may in their discretion think proper, and that in the meantime, and pending such issue of Shares, the Directors may raise and borrow any and all such monies as may be required for the purposes aforesaid."

By Order of the Directors,
GREAVES, COTTON, & Co.,
Secretaries & Managers.

Umjud Bagh, Broach, 10th July 1874.

THE Undersigned is prepared to receive OFFERS for the following MACHINERY lying at Madras:—

1 Two-Cylinder 11" ram Hydraulic Press, Cast Iron Cylinders, by Naismyth, Wilson, & Co., complete: box 12 by 4' by 1'-4".
1 Spare Cast Iron Cylinder for ditto.
1 Weighing Box and Scale for ditto.
1 Pair Horizontal direct-action Hydraulic pumping Engines, 20" Cylinders by 24" stroke, complete with pumps, piping, governors, &c.
2 Cylindrical single flue Boilers, 21' 6" long by 6' 0" dia., flue 2' 9" dia., complete with all necessary mountings.
1 Donkey Engine for boiler feed supply, 5 H.P., with all necessary connections.
5 Wrought Iron Water Tanks, with valves, cocks, piping, &c., complete.

All the above Machinery is of a superior order and will be found in good condition.

Offers will be received up to NOON ON THE 20TH INSTANT, and the Undersigned does not bind himself to accept the highest or any bid.

ARTHUR C. OLIPHANT,
Liquidator Alexandra Press Company, Limited.

3, Church Lane, Bombay, 9th July 1874.

GREAT INDIAN PENINSULA RAILWAY.

CONTRACT FOR COVERED COTTON WAGONS.

The Agent of the G. I. P. Railway Company is prepared to receive TENDERS for the CONSTRUCTION of FIFTY COVERED COTTON WAGONS, the Ironwork for which will be supplied by the Company.

Specification and forms of Tender, on which only Tenders will be received, can be had on application at the Office of the Locomotive Superintendent, Byculla, at which place a Drawing of the Wagon will be shown to applicants.

Persons tendering must specify the price per wagon delivered on the Company's premises at Byculla, and it is necessary that the work shall be carried out in the immediate vicinity of the Company's Shops.

Sealed Tenders marked "Tenders for Covered Cotton Wagons" must be lodged at the Agent's Office, Elphinstone Circle, before 12 o'clock, noon, on SATURDAY, the 18th inst.

The Company's Agent does not bind himself to accept the lowest or any Tender, and the per on whose tender shall be accepted will have to deposit with the Company a sum equal to 10 per cent. on the total amount of his Contract as a guarantee for its due fulfilment.

C. W. HAWKINS,
Locomotive Superintendent.

Byculla 7th July 1874.

PROSPECTUS.

BANGALORE

GREAT DONCASTER ST. LEGER SWEEP.

FOR ALL INDIA.

TICKETS TEN RUPEES EACH.

Five per cent. will be deducted for the Club Racquet Court. After deducting all expenses the balance will be divided as follows:—

Two-thirds to the winner.
One-sixth to second horse.
One-twelfth to third horse.
One-twelfth to be divided amongst drawers of starters.

To close on Monday, 7th September 1874, and drawn next day at the Bangalore United Service Club.

No application for Tickets will be accepted after noon on the 7th September.

Number will not be allotted nor receipt acknowledged of first half of Currency Notes.

Applications accompanied by remittances to be addressed and made payable free of exchange in Bangalore to the

HONORARY SECRETARY,
Bangalore United Service Club, Bangalore.

ESTABLISHED IN BOMBAY IN 1842; IN EUROPE IN 1815.

CUTLER, PALMER & Co.,

OF

BOMBAY—Dean Lane. BORDEAUX—Place du Champ de Mars.
CALCUTTA—Hare Street. LONDON—Mark Lane & Cockspur Street.

WINE MERCHANTS

TO

H.M. THE QUEEN.
THE HIMALAYA CLUB.
THE NYNEE TAL CLUB.
THE SIRHIND CLUB.
THE BOMBAY CLUB.
THE WINDHAM CLUB.
THE ATHENÆUM CLUB.
THE WESTERN INDIA CLUB.

H.R.H. THE PR

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 16TH JULY 1874.

THE Liverpool Cotton Market this morning again opens dull, probable sales 12,000 bales, imports 8,000, the day's receipts at the American ports being 2,000 against 2,400, and the exports to Great Britain 1,000 against 7,000 bales on the corresponding date last year. There is nothing new as to Liverpool prices, but in New York Mid Uplands is quoted at 17½ cents., a decline of the figures are ¼ to ¼ per lb. lower.

Consols are still quoted at 92¼; French Rentes declined to 97½; Bar Silver is at 58¾d. per oz.

STERLING EXCHANGE opened this morning with somewhat steadier feeling on the strength Council drafts having gone at 1s. 10d. 10 the rupee, somewhat higher than was expected, but later on with very few offering a downward tendency was again apparent, and we must quote a decline of 1/16d. from yesterday's rates, say :—Bank Bills 6 months' sight 1s. 10 5/16d. ; Credits 1s. 10¼d. ; Documents 1s. 10 7/16d. per rupee. With Calcutta we do not hear of anything having been done. GOVERNMENT PAPER continues very strong at a further advance in values. We now quote :—Fours Rs. 104¼ ; Fours and a half Rs. 105¼ ; Fives and a half Rs. 110¼.

The SHARE MARKET is steady for Bank of Bombay and Land shares at about yesterday's quotations, but Spinning property continues in less favour and is again lower in value.

In COTTON there is no change whatever to report as regards prices, purchases on European account being most insignificant. The receipts yesterday were 1,444 bales, making up 3,676 for the six days.

FREIGHTS are extremely dull. The Muriel, s.s., has been fixed for Liverpool to-day at £2, which may now be given as the current rate for steamers. Sailing vessels are still at £2-10 to £2-12-6 per ton.

IMPORTS are very dull with nothing new to report.

BANKS.

No. of Shares	Nomi. value pah.	Paid up	Last Divi. Cond.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank.....	90
12,000	1,000	all	12p.ct.	Bank of Bengal	1,450
40,000	500	all	5 p.ct.	Do of Bombay New ..	787½
10,000	500	250	5 p.ct.	Do 2nd Res.Issue	507½
5,250	1,000	all	8 p.ct.	Do of Madras	1,250
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	280
47,000	281¼	all	12pct.	Hong. & Shanghai Bank.	629 nl.
40,000	200	all	5 pct.	Chartered Bk. of I. & C...	175
10,000	250	125	6 p.ct.	National Bank of Indi ..	123
1,000	250	al	12 do.	Oriental Bank	490

SPINNING AND WEAVING COMPANIES.

620	1,250	all	100p.	Alexandra Spinning	1,620
500	2,500	all	175p.	Alliance Spinning	3,075
600	2,000	all	...	Bhownuggur M. & P. C o	2,050
800	1,000	all	70 p.	Bombay United	1,200
2,500	100	150	8%	Broach Mills	275
1,000	2,000	all	50p.s	Dhurumsey Spinning.....	1,775
1,500	1,000	all	200p.	Great Eastern	1,355
750	1,000	all	60p.s	Jewraj Balloo Mills ..	1,655
500	1,000	1,000	...	Khandesh Spinning	1,400
350	1,000	550	...	Mac'nas'U. Spinning	740
1,500	1,000	all	100p.	Manockji Petit's	1,460
900	1,000	all	100p.	Morarjee Spinning	1,570
800	2,500	all	300	Oriental	4,300
400	2,500	400	200p.	Royal	2,900
800	1,000	1,000	200p.	Soondardas Spinning.....	1,750
500	1,000	250	100p.s	Do. do. 1/4 share	410

* Per share for the half-year.

RAILWAY COMPANIES.

.....	£20	21-3-0	p.c	G. I. P. Railway Consoli. dated Stock	243
.....	£20	10-17-6	do.	Do. New £20 Shares	126
.....	£20	13-10-2	do.	Ditto	...
.....	£100	1,000	do.	B. B. & C. I. Railway Co	1,125
.....	£18	19-8-1	do.	Do. New Shares	...

SHIPPING INTELLIGENCE.

THE SHIP SIR CHARLES NAPIER, 1,160 tons, Captain T. Stevenson, will sail to-day for Liverpool with a cargo of 5,559 bales cotton, 954 bales wool, 4,500 cwts. linseed, 400 cwts. horns, and 430 cwts bones.

MESSRS. R. RUBATTINO and Co's s.s. ARABIA, 764 tons, Captain Cobosra, arrived in harbour yesterday from ...ina, Port Said, Suez, and Aden, via the Canal, with the following cargo :—90 cases champagne, 1,328 packages wine, 2,514 packages brandy, 186 cases corks, 15 bottles quicksilver, 74 packages merchandise, 25 cases lamps, 1 case organ, 2 cases cheese, 75 cases vermouth, 44 cases marbles, 5 cases thread, and 11 packages medical instruments. The following is the list of passengers :—

From Genoa.—Captain Faunce, Mr. and Mrs. Selleger, Mr. and Mrs. Jackson, Mr. Boseck and brother, and Mr. Heller.

From Naples—Mr. G. Geary's ayah.

From Messina—Mr. Orsola Luneday, Mr. Mich. Saraci, and Mr. Cona Fania.

From Aden—Mr. and Mrs. Biranberg and child and Mr. Carl Mores.

THE s.s. ALPS, 1,020 tons, Captain E. Drakeford, which arrived in harbour on the 15th instant from Liverpool (June 16th), via the Canal, brought the following cargo :—9 casks glassware, 5 packages canvas, 19 casks paint, 7,444 bars and 2,469 bundles iron, 119 packages piece-goods, 16 packages wine, 111 bundles twist, 2,600 bundles iron hoops, 91 casks hreclay, 12,400 bricks, 100 barrels tar, 1 cask whisker, 504 tons coal, 12 cases spirits, 28 cases wine and ... brass, and many other ... machinery. The vessel is ... Graham and Co.

THE s.s. ... Captain J. Cowell, which ... instant from Liverpool ... the Canal, brought the following cargo :— ... piece-goods, 63 bundles ..., 9 cases 1171 bundles ..., 5 cases glass, 3 packages canvas, 3 cases rubber, 100 casks disinfecting powder, 1,312 bundles hoop iron, 8 packages glassware, 16 cases provision, 10 casks butter, 10 kegs nails, 15 packages corks, 9 casks grease, 12 barrels powder, 20 cases candles, 62 packages stout, 25 cases copper, 304 packages wine, 20 cases steel iron, 40 casks fire clay, 75 boxes soap, 500 barrels alum, and many packages of merchandise and machinery. The vessel is consigned to Messrs W. & A. Graham & Co.

THE s.s. STRATHCLYDE, 1,254 tons, Captain C. W Pearson, which arrived in harbour on the 14th instant from Liverpool (March 26th), via the Canal, brought the following cargo :—397 packages oilmanstores, 3 cases cordial, 87 bales twist, 60 packages glass ware, 240 cases copper, 127 cases brass, 535 packages paper, 913 packages wine, 31 packages provisions, 210 cases candles, 141 cases gin, 90 cases clocks, 72 casks fuse, 737 kegs nails, 30 cases medicine, 32 cases cochineal, 2 cases boots, 24 packages spelter, 1,259 packages beer, 10 barrels coal pitch, 27 cases chocolate, 45 cases tobacco, 36 cases soap, 278 packages wine and spirits, 223 packages brandy, 206 packages porter, 28 cases sherry, 50 kegs whitings, 692 packages piece-goods, 224 packages ale, 200 cases geneva, 40 cases 8,266 bars and 400 bundles iron, 55 cases window glass, 420 kegs red lead, 236 barrels cement, 10 packages rosin, 130 drums oil, 28 bales canvas, 210 kegs lead, 68 casks grease, 21 cases glass, 125 packages bottles, 40 bottles quicksilver, 200 packages starboards, 50 casks sulphuric acid, 100 packages gunpowder, 85 cases champagne, 74 bars copper, and many other packages of merchandise and sundries. The vessel is consigned to Messrs. W. Nicol & Co.

ARRIVAL.

July.	Vessel.	Commander.	From.
16	Arabia (s)	Cobosra	Genoa, June 24.

DEPARTURE.

July.	Vessel.	Commander.	Destination.
16	Herculas (s).....	Roberts	Galle.

* The ship Sir Charles Napier, Stevenson, to Liverpool, obtained her port clearance yesterday.

The steamer Arabia, to Genoa &c., was entered out for loading yesterday.

CALCUTTA.

July 4 ARRIVALS.

12 Parkfield .....Anderson ..... Liverpool, April 7.
Victoria .....Atwood .....Liverpool, April 7.

July. DEPARTURES.

12 Sir J. Lawrence (s). ....
Busheer (s) ....
Jourdain ....

DAILY IMPORTS—16TH JULY.

FROM LIVERPOOL

Pernambuco (s) 2 cases glassware, M.P. Writer.

FROM LONDON.

Mongolia (s) 6 bales paper, S. J. D. Abrs.
Yeddo (s) 125 barrels glassware, E. P. Mahomed ; 1 bale paper hangings, Dossabhoy Sullemanjee ; 2 cases hardware, Mahomedall Abdool Cador.

FROM NEW YORK

Electro, 2,000 boxes kerosine oil, Bell, Brandenburg and Co.

DAILY EXPORTS.—16TH JULY.

FOR LIVERPOOL.

George Gilroy, 500 bales cotton, Ralli Brothers.
Aztecs, 154 bundles gall, Rowchund Manockchund.
Caledonian s, 200 bales cotton, Dayal Jairaz ; 50 bales cotton, Ookerda Khetsee ; 63 bales cotton, Heeralal Chimonram ; 110 bales cotton, Keseswajee Jadowjee ; 200 bales cotton, Girdharilal Futteychund.
Bublehope s, 50 bales wool, Dewjee Govindjee ; 100 bags wheat, Finlay, Scott and Co. ; 350 bales hemp, Nuthoo Scoonderjee.
Yeddo s, 350 bales cotton, The L. A. and A. Co ; 50 bales cotton, Chimurbhoj Munjee ; 213 bundles nuxvomica Muckunjee Morarjee ; 43 bales cotton, Teka Bhoje ; 170 bundles baldanuts, Rowjee Bhurmul ; 55 bales cotton, Sawayram Rajbux ; 459 bags myrambollams, Finlay, Scott and Co ; 250 bales hemp, Nuthoo Scoonderjee.
Palestine s, 3,400 bundles coir yarn, Khetsey Dhurmsey.

FOR LONDON.

Australia s, 130 bags myrabollams, Ralli Brothers ; 5 cases beerabole, Cassam Bhimjee ; 310 pieces E. teeth, Abdolrehmon Ahmed ; 120 pieces E. teeth, Allibhoy Mahomedjee ; 211 pieces E. teeth, Rahimtoola Goolammahomed ; 279 pieces E. teeth, Tribhowandass Veerjee ; 3 cases mother o'pearl shells, Tricum Nathoo ; 1 box gold, The C M. Bank of I. L. & C. ; 8 bales hides and skins, Hasom Woomer, 235 pieces E. teeth, Hajee Hassum Hajee Metha.

FOR MARSEILLES.

Mooltan s, 350 bales cotton, Ralli Brothers.
Arabia s, 500 bags gingelly seed, Finlay, Scott and Co.

FOR HAVRE.

Australia s, 80 bales cotton, Bhimjee Shamjee.

FOR VENICE.

Mooltan s, 100 bales cotton, A. Kunkler and Co.

FOR GENOA.

Arabia s, 2,830 bags wheat, Aiken, Riebe and Co.

WEATHER REPORTS.

CANNANORE, 15th July, 4 P.M.—Weather cloudy, wind south, thermometer 80, rainfall 20 cents.

CARWAR, 16th July, 5 P.M.—Weather cloudy slight rain, wind south-west, thermometer 77, barometer 29·99, rainfall 2 inches 2 cents.

MANGALORE, 16th July, 10-30 A.M.—Weather rainy, wind east to south-west, maximum 77, minimum 71, wet bulb 76, barometer 29·76, rainfall 1 inch 80 cents.

TUTICORIN, 16th July, 5 P.M.—Weather fair, wind easterly, thermometer 84, barometer 29·73.

VINGORLA, 16th July, 4-57 P.M.—Weather cloudy, wind south-west mild, thermometer 80, rainfall 3 inches 56 cents.

MILITARY INTELLIGENCE.

FROM the 1st proximo an indent on the Commissariat Department for Native Regimental Hospitals will come into use, in supersession of the Forms C., Z, 1, 2, and 7 referred to in G. G. O. No. 273 of 1863.

ARRIVALS—July 14.

Ruddach, Lieutenant, Bengal 54th Regiment, from leave, from England.

JULY 15

Jones, Colonel, Royal Engineers, from leave, from England.
Halien, Inspg. Veterinary Surgeon, Bengal Special Commision, from leave, from England.
Lockhart, Captain, Bengal Quarter Master General's Department, from leave, from England
Faence, Captain, Madras Staff Corps, from leave, from England.
Schneider, Colonel, Political Department on duty, from Kolapore.

DEPARTURE—JULY 16.

Grant, Surgeon Major, Bengal Medical Department, from furlough, to Futtyghur.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters,

Poona, 15th July 1874.

The undermentioned officer has leave of absence :—

British Medical Service—Surgeon George White in Medical charge, A. Battery 18th Brigade Royal Artillery, to Bombay, for 30 days, from date of departure, on medical certificate, preparatory to obtaining a final certificate to Europe.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, July 16.)

MILITARY DEPARTMENT.

Capt J W Taylor, B1 S C, is allowed to proceed to Europe, on medical certificate, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

The gratuitous supply of Cumbly Cloaks and Umbrellas is extended to the Troops stationed at Tanna.

General Order No 628, dated 17th June 1874, is cancelled.

Surgn-Maj F Parsons, Bengal Medical Establishment, is allowed to proceed to Europe, on medical certificate, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

The undermentioned Officer is admitted to the B, S Co subject to the confirmation of the Rt Hon the Secy of State for India :—

Capt DeLacy Richard Frank Wooldridge, 14th Foot, vice Cap Walter Wightwick Haywood, who exchanges.

MARINE DEPARTMENT.

The following appointment is sanctioned :—

Mr T H Baker, Third Officer of H M's Steamer Dalhousie, to be Actg Second Officer of H M's Gun Boat Hugh Rose from the 14th March 1874, vice Cuthbert, promoted.

The following appointment is made in supersession of the latter portion of General Order No 18, dated 6th May last :—

Lieut H W Warner (late I N.) to act as Agent for Transports, vice Lieut Morland, Actg Dock Master.

POLITICAL DEPARTMENT.

Capt C Wodehouse, S C, is placed at the disposal of the Political Agent, Kattywar, for special duty, until ordered.

Mr. S Hannick, C S, Asst Political Agent, Kolhapur, is allowed three months' privilege leave from 5th Aug 1874.

Brgdr-Genl J W Schneider, C B., Political Resident at Aden, is granted three months' privilege leave of absence from the 24th instant, or such subsequent date as he may avail himself of the same.

Capt E V Stace acted as Cantnt Magst at Aden, in addition to performing the duties of Acting Second Asst Resident, from the 1st July 1873.

JUDICIAL DEPARTMENT.

Messrs. J W Walker and W H Newnham respectively delivered over and received charge of the Ahmedabad District Court on the 4th instant,

REVENUE DEPARTMENT.

H E the Govr in Council is pleased to make the fol-lowing arrangements during the absence on leave of Mr A G Maury, s cond class Asst Colr of Salt Revenue :—

Mr W Maidment to act as sec nd class Asst Colr of Salt Revenue.

Mr G B Spring to act as third class Asst Colr of Salt Revenue.

Mr R Thom to act as fourth class Asst Colr of Salt Revenue.

Mr J L Lushington to act as Probationary Asst Colr of Salt Revenue.

Mr W A Fast to act as First Asst Colr of Ahmedabad, with effect from the 2nd instant, doing duty at Sholapur during the absence on privilege leave of Mr J L Johnstone, or until further orders.

Mr A D Carey, first class Asst Colr of Salt Revenue, is allowed privilege leave of absence for three months from the 24th instant or from such subsequent date as he may avail himself of it.

Mr F Prinsep, Secy to the Govt of Bombay in the Financial Dept, has been nominated by H M's Principal Secy of State for India to return to duty with in the period of his leave.

Mr F S P Lely to act as Second Asst Colr of Ahmedabad during the absence on furlough of Mr G F M Grant, or until further orders.

GENERAL DEPARTMENT.

Asst Surgn Hormusjee Dadabhoy, L M, is appointed Asst to the Chemical Analyser to Govt, with effect from the 2nd June 1874.

Asst Surgns A DeSouza and Gunesh Ramchandra Desai are placed on General Duty, Bombay, the former from the 18th and the latter from the 15th April 1874.

NOTIFICATIONS BY THE REVENUE AND POLICE COMMISSIONER.

Messrs. Narayen Ganesh and C E Frost respectively delivered over and received charge of the Office of Supy Asst Collector, Tanna, on the 11th ultimo.

Messrs. F P Lely and G F M Grant respectively delivered over and received charge of the Office of Second Asst Collr and Magst Ahmedabad on the 6th instant.

Messrs. Ardarjee Jivanjee and G C Whitworth respectively delivered over and received charge of the duties of Magst, First Class, Broach, on the 1st instant,

Messr. G C Whitworth and Ardarjee Jivanjee respectively delivered over and received charge of the Honzour Account Office, Broach on on the 1st instant.

HIGH COURT.—17TH JULY.

[Before the Hon. the CHIEF JUSTICE and the Hon. Mr. JUSTICE BAYLEY.]

IN THE APPEAL COURT.

489-72—Jefferson and Payne—Patel Jiva Kisoredas v The Secretary of State.—Mr. Hearn—Part heard.

[Before the Hon. Sir CHARLES SARGENT, Knight.]

LONG CAUSES.

99-73—Jefferson and Payne—Luckmidas Khimjee and other's v Morarjee Premjee and another—Rimington, Hore and Langley.

536-72—Jefferson and Payne—Fazulla Khaclani v Purmanundas Muthooradas—Macfarlane and Skipsey.

143-73—Ardaseer Framjee—Tooleysdas Savukram v Narandas Chellaram—Macfarlane and Skipsey.

404-73—Mr. Fletcher—Bomanjee Cawasjee Mistry Hurjursad Summookram—Tyabjee and Sayani.

495-73—Manisty, Fletcher and Smith—Balcrusna Withoba v Shunker Withoba and others.

242-73—Jefferson and Payne—Merwanjee Dhunjeebhoy v Vasoonjee Purshotum—Shamrao Pandoorung.

649-73—Jefferson and Payne—Mariambebee and others v Hajee Abdool Rahimon Dowjee —Dallas Lynch and Tobin.

[Before the Hon. Mr. JUSTICE MARRIOTT.]

ECCLESIASTICAL SIDE.

In the matter of the last will and testament of Bai, daughter of the late Bhyroosing Purdasey, deceased,—Parvutteebai, widow, the guardian and next friend of the infant v Samleevahoo.—M. H. Khant.

LONG CAUSES.

319-73—Chalk and Turner—Ludwig A Biaschock v Bhugoobhoy Premchund—Rimington, Hore and Langley —Part heard.

307-73—Jefferson and Payne—Henry Gamble and another v Mohanlal Damodhur—Macfarlane and Skipsey—Part heard.

343-73—Manisty, Fletcher and Smith—Jacob Jamal v Shaik Esaa bin Khalifa—Macfarlane and Skepsey.

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OVERLAND SUMMARY OF THE BOMBAY GAZETTE,

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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PRICE ONE RUPEE.

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Published at the *Bombay Gazette* Office.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

KOTTMANN—June 23rd, on board the steamer India, off Messina, Mr. Franz Kottmann, of Soleure, Switzerland, aged 37 years.

BOMBAY.

DEATH.

HUMBY—July 10th, at Sholapore, Elizabeth Amelia, the infant daughter of S. Humby, aged 4 months and 17 days.

OTHER PRESIDENCIES.

BIRTHS.

LANGLEY—July 10th, at Garden Reach, the wife of Captain R. R. Langley, Her Majesty's s. s. Nemesis, Burmah, of a daughter.
LOCH—July 13th, at Jubbulpore, the wife of Captain Loch, Royal Artillery, of a daughter.
WINTER—July 13th, at Arconum, the wife of G. K. Winter, Esq., of a son.

DEATHS.

GLADWIN—July 10th, at Lucknow, Oudh, of Hypertrophy of the prostrate gland, Thomas Gladwin, Pleader, High Court, N. W. P.—aged 66 years. Deeply regretted.
WATSON—July 11th, at 42, Garden Reach, James Hamden, the only son of Hamden and Sarah Watson, of Bowreah, aged 9 months and 29 days.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

FRIDAY, JULY 17, 1874.

A LUDICROUS incident of Wednesday's public meeting arose out of the unlooked-for and unwelcome appearance among the speakers of a Parsee gentleman whom nobody seemed to know, but who at once distinguished himself by criticizing the second paragraph of the petition, in which he said he had detected some inaccuracies. The Chairman politely requested the speaker to point out the inaccuracies he complained of, and the stranger took the paper readily enough, and looked at it for a minute or two ; but he then remarked, with admirable composure of manner, that he had "lost his train of "reasoning" and would not therefore trouble the meeting any further. It will, therefore, we fear, remain a secret what were the errors to which the Parsee critic wished to call attention. In point of fact, however, there is one statement in the petition which is not strictly and literally accurate ; and we mention the matter for the sake of bringing out a point which seems to have been overlooked by all the speakers at the public meeting. It is historically incorrect to say, in the words of the petition, that the advisers of Her Majesty in 1868, when the twelve years' contract was concluded with the P. and O. Company, "dispensed with the usual precautions "and safeguards of open competition and publi- "city." Tenders certainly were invited, and we believe that even a foreign company, the *Messageries Impériales*, as it was then called, was allowed to compete for the carriage of the English mails—a very questionable act of policy which we should be sorry to see repeated. But the statement in the petition is substantially just, because the Conservative Government of 1868 played into the hand of the P. and O. Company and practically prohibited competition, by refusing to receive separate tenders for the various Eastern lines, and insisting that whoever sent in a tender should be prepared to carry the mails for China and Australia as well as for India. Now, this amalgamation of the Eastern postal services is quite unnecessary, and it would be easy to show that in its working it is especially disadvantageous to the interests of Bombay. It is a well known fact that the concession to one Company of the monopoly of *all* the Eastern lines has exposed the contractors to the temptation, to which they have occasionally yielded, of employing their best ships in the service with China in which valuable freight can usually be secured, and neglecting the Bombay line, which is for most part of the year dependent solely on mail and passenger traffic. The miscarriages which have from time to time excited popular indignation in India against the P. and O. Company have been generally due to the antagonism the contract has created between the Company's selfish interests and its duty to India. The subsidy is undoubtedly granted, first of all, in order that the imperial and general correspondence between England and India may be conveyed with speed and regularity. China can hold only a second place, and that very far below India, when the interests meant to be served in either country by the mail steamers are taken into consideration. But the Company, having the subsidy safe in any case, is naturally inclined to listen to advisers who recommend that the finest and most powerful steamers should be sent to China to bring home full cargoes of tea and silk and make heaps of money for the shareholders, instead of running empty between Bombay and Suez. We grant that, since the *Behar* distinguished herself last November by making one of the slowest voyages on record to Bombay, the Directors of the Company have taken care to keep their fastest ships on the Bombay line ; but it is unfair to India not to make this line independent of the caprice of any contractor. Of course, it must be more convenient for the Post Office to have to deal with only one Company instead of two or three ; but this argument of convenience ought not to be suffered to outweigh the advantages which, we take it, both Bombay and India would derive from an extension of the field of competition for the postal subsidy, if the carriage of the Indian mails were made a separate service.

AN industrious contemporary has collected, or has had supplied to him to prove a theory, a number of figures showing the amount of capital already invested and about to be invested in Spinning and Weaving Mills on this side of India and at Madras. We shall offer no apology for making free use of these figures, because we hope to repay the obligation by teaching our contemporary what they really mean. The following is a summary of the information in question :—

	Capital.	Spindles.	Looms.
	Rs.		
Mills already working in Bombay and Coorla	2,04,25,000	4,35,726	4,883
Mills already working up-country ...	16,60,000	53,564	90
Mill extension, actual or intended...	22,00,000	75,000	400
Mills in a forward state in Bombay and up-country...	45,00,000	1 07,800	...
New concerns in Bombay and up-country (including those at Nagpore & Madras ...	1,50,25,000	Unknown.	Unknown.
	Rs. 4,38,10,000	...	...

It appears therefore that, in round numbers, a capital of about 2½ millions sterling is already sunk in mills, and that Bombay capitalists are so well pleased with the results of their enterprize as to be willing to invest two millions more in similar undertakings. There is nothing, surely, very alarming in this state of things—nothing to justify or excuse the ominous warning—"Bombay is not rich enough to be "ruined twice in a decade." Bombay must be poor indeed if an expenditure of a couple of millions sterling is likely to ruin her. But there are some people who seem never to be happy unless they are entreating Bombay not to forget the lesson of 1865-66, but to pause before she is plunged once more into what they love to call the "vortex of specu- "lation." Nobody can now-a-days take a gold mohur ticket in a Derby sweep without provoking all the old women in Bombay to raise an outcry about the revival of the "reckless ex- "travagance" which ended in so terrible a catastrophe nine years ago. If fifty new mills were projected with a capital of a hundred millions, there might be some cause for alarm. But the utmost extent of speculation yet attempted is that the men who have made money out of the old mills are reinvesting their capital in new ones. Although it is true that nominally many of the mills have only recently paid good dividends, the commissions appropriated by the founders and chief shareholders have been so heavy that probably the whole of the capital originally laid out has been repaid to these speculators, and naturally they are anxious to repeat so profitable an operation. No more sensible advice could be given to the public than to beware of buying at a high premium shares in concerns which have not yet been started, and as to which they have no guarantee that the management will be skilful and economical. But, the manœuvres of the Share Market apart, it is certain that there is great room for saving in the management of Spinning Mills ; and the best thing that could befall the new industry would be to have a sufficient number of mills started to reduce the cost of production and the profits of mill-owners to reasonable rates These limits have not yet been reached ; and, although no doubt the production of coarse yarns in Bombay is equal to a very large proportion of the entire consumption of these goods in Bombay, as measured by the imports of former years, it must be remembered that the projectors of many of the new mills are seeking fresh and untouched markets in other parts of India. No one can say what bounds should be set to the possible demand for machine-made yarns and cloth in up country districts, if they can be produced cheaply enough on the spot to undersell the goods worked up by hand.

This aspect of the question has not yet attracted the attention it deserves. Mr. R. H. Elliot and other enthusiastic gentlemen who rush to conclusions on all subjects affecting India with a facility that ordinary mortals cannot but envy have lately been preaching the doctrine that famines are the result of the cruel policy of England in destroying the native manufactures by the sale of Manchester piece-goods, and so crowding the people of the country on the land which affords them the only possible means of subsistence. And Mr. Elliot has seriously proposed that a graduated protective duty should be imposed on manufactured goods imported from England, with a view to the revival of native industry. We are ready to admit that the incidental effect of the import duties of yarns and goods has been advantageous to India ; but it would be quite a different matter to levy heavy protective duties with the avowed purpose of crushing English competition. But, be that as it may, Mr. Elliot and his friends seem to have forgotten that they will only have done half their work when they have driven English goods out of the market. Mills for the manufacture of cotton goods in this country will only provide employment for a limited number of hands, while they must destroy all that is left of the hand spinning and weaving industry in the cottages of the poor, which still provides profitable occupation for large numbers of the population. Unless, therefore, these gentlemen mean to put protective duties on native as well as foreign goods manufactured by machinery, they will hardly achieve their purpose ; and till such duties are imposed there is no reason to imagine that the investment of capital in Indian spinning mills will be an unprofitable speculation.

NOTES OF THE DAY.

A WRITER in a contemporary ventures to affirm that our statement that the late Dr. Bhow Dajee "kept his treatment

...LLIGENCE.

...RAMS.]

...CHICAGO.

LONDON, 16TH JULY.

...at Chicago has been ex-
...y-five blocks of houses have
...the loss is estimated at four
...dollars.

PARLIAMENTARY.

In the House of Commons last night the Archbishop of Canterbury's Bill passed the second reading without a division.

General Edwin Beaumont has been appointed a member of the Council of India.

THE NATIONAL ASSEMBLY.

PARIS, 15TH JULY.

The National Assembly have passed a vote involving the rejection of M. Magne's whole scheme for new taxes.

The Constitutional Bill drafted by the Committee of Thirty as a substitute for the Bill introduced by the Left Centre for revising the constitution was submitted to the National Assembly to-day. This maintains the title of President of the Republic, and establishes Ministerial responsibility to the Two Chambers. Marshal MacMahon is alone to ...ght to dissolve the Assembly and no modification of the Constitution can be made during the Septennate unless Marshal MacMahon proposes it.

The debate on this Draft will take place on Monday next.

THE MAILS.

ADEN, 16TH JULY.

The s.s. Mirzapore, with outward Indian mails, sailed for Bombay at 7-30 this morning.

LONDON, 15TH JULY.

The Liverpool Cotton Market closed quiet. Surats dull.

The London Cotton Market has been dull.

Fair Dhollera, 5 5/16d.

3 per cent. Consols, for account 92⅞

3 per cent. French Rente, 1872 98

Bar Silver 58½

Arrival—Amyone.

THE Rev. T. Moore is expected to succeed the Rev. A. Mackay as Chaplain at Simla.

MR. H. H. CLARKE, Head Master of the Zilla School, Umritsur, is appointed Assistant Inspector of Schools in the Umballa Circle.

WE have been informed that the Rajah of Mysore's Cup for Arabs, which was run for on Tuesday at Bangalore, was won by H. H. Aga Khan's horse Lachin.

GREAT preparations, we are told, are being made in Dacca for the reception of the Viceroy—who is expected to arrive there, *en route* for Assam, about the 5th proximo. It is said that, among other tokens of welcome, a ball on a splendid scale of magnificence is to be given at the family mansion of Khajeh Abdool Ghannie, C.S.I.

A HOME correspondent of the *Pioneer*, speaking of the way in which Rochefort was mobbed at Cork, tells us that a correspondent of a Russian paper asked one of the mob what all the row meant. "Don't you know, you fool, that he shot an Archbishop?" was the reply. "What Archbishop?" "Faix myself don't know, unless it be Cardinal Cullen!"

A PRIVATE letter received by the last mail by a gentleman residing in Madras intimates that Mr. Grant Duff had expressed an intention of paying India a brief visit during the next cold season. It is by no means improbable, says a Madras contemporary, that the hon. gentleman should contemplate such a tour, which, if carried out, should prove of no small advantage to himself and India.

THE Panthay insurrection seems to be smouldering still. A Burmah correspondent sends us *(Pioneer)* word that the road to China *via* Bhamo is not yet open. The Panthay commander, Tasakon, holds out, though surrounded with Chinese troops. If there were the last chance of his final success we should wish him well, but as it is, the sooner he is beaten out of the field the better.

THE B. I. S. N. Co. s.s. Penang, with Kurrachee mails on board, broke down in her machinery on Wednesday evening when proceeding to sea. She had just cleared the outer ship of the fleet when the accident occurred; otherwise we might have had to report a serious collision. We presume the s.s. Dalhousie will be called into requisition to proceed with the mails as the Company have no steamer of their own available.

IT is reported from Secunderabad that His Excellency Sir Salar Jung, accompanied by Mr. Saunders, the Resident, will, on the 15th instant, open in state the new bridge at Cogunee, which is half-way between Hyderabad and Wuddy junction. It is also said that on the last Saturday of the present month, the young Nizam will make his first public appearance in the city, when it is expected there will be some grand doings at the station.

THE *Times* says that the result of the objections taken to the Indian Councils Bill in the House of Lords may possibly be to raise an opposition to the Bill in the House of Commons; and such an opposition may delay or defeat the scheme, for though Ministers are strong enough to carry anything on which they have set their hearts, yet they do not seem disposed to court Parliamentary conflicts. They have a good deal of other business on hand, and an Indian measure may be shelved without attracting much notice.

THE *Madras Mail* says that Mr. Walter F. Hooper, Barrister-at-Law, who, during the last fifteen months has been assisting in the editorial conduct of that paper, has been appointed to succeed Dr. Smith as Editor of the *Friend of India*. Our contemporary seems to plume himself upon the selection and takes occasion to tell us that the present Editor of the *Englishman* was turned out by the same foundry. What the *Mail* might have proved with such a combination of talent is scarcely to be conceived.

THE non-official European community at Lahore are, the local paper tells us, about to memorialize the Lieutenant-Governor for the privilege of electing their own representatives in the Lahore Municipal Committee. At present the non-official European members are nominated by Government, whilst the natives are allowed to elect their own members. This is certainly an anomaly which should be corrected at once, for the non-official Europeans are surely equal to the natives in intelligence and respectability.

THE explanation of the King of Burmah's second coronation, says a contemporary, seems to have been an astrological prophecy—that a new king was to come from the south. The present potentate circumvented the oracle by going out for a drive, taking a sweep round well to the southward, and thus re-entering his capital from that direction, and getting himself newly crowned. If his people were inclined to believe the oracle, we feel disposed to give the King credit for a smart manœuvre, rather than to join in a laugh at his expense.

THE expenditure of Rs. 6,000 has been sanctioned by Government, for prizes and conveyance charges, on account of the Soldiers' Industrial Exhibition to be held at Umballa in October next, which is open to all troops in the Bengal Presidency. All articles exhibited must be *bona fide* the work of soldiers or their families, and the prizes for each regiment may amount to Rs. 150, and for each battery Rs. 50. These exhibitions are calculated to be of great service, as tending to induce to industrious habits in the army, and also to excite emulation.

ACCORDING to a Parliamentary paper, quoted by the London correspondent of the *Englishman*, Lord Salisbury began at a very early stage of the proceedings to give the Viceroy pieces of his mind. He is reported to have written, in reference to the excessive cost of the Kanhan Bridge, Central Provinces:—"I cannot but think it surprising that when, in November last, the Chief Commissioner of the Central Provinces reported the Kanhan Bridge to be finished and open for traffic the reply of your Government should have been limited to a simple expression of satisfaction at the successful completion of so important a work, and I must further express my opinion that unless some practical mark of your displeasure is inflicted on those who are responsible for so grave a miscalculation, errors of this discreditable kind will continue to be committed." Very likely, a contemporary remarks, the Viceroy walked round his censor in some unpublished reply. In his fights with the Marquis over famine matters he has generally scored victories.

WE read in a Calcutta paper that the s.s. City of Carthage has made one of the quickest passages (if not the quickest) on record. "Leaving Morpeth Dock on the 1st June at 11-45 A.M., she arrived at Malta on the 10th and Port Said on the 14th. On the 16th she left Suez, and proceeded straight on to Calcutta, arriving at the jetty on the 3rd July at 6 P.M. Allowing for difference of longitude, this makes 32 days exactly from Morpeth Dock to the Calcutta Jetty, where she is now lying. She lay 9 hours at Malta, and 25 hours at Port Said, so that she was actually under steam rather less than 30 days. Distance run, 7,949 miles—average rate over 11 knots. Here is a nut for the P. & O. Company to crack. Surely if an ordinary merchant steamer can average 11 knots, throughout, from England to Calcutta, the mail steamers might be expected to do a little more between Brindisi and Bombay. Pity but that this information had come to hand in time to be made known at the meeting of Wednesday when it would have had some significance and might have served the Committee as an illustration.

IN reply to an application from the local Government, urging the necessity for providing funds for the harbour works of Cochin and for certain new lighthouses in the Madras Presidency, the Government of India have stated that they do not consider the circumstances of the Cochin harbour to be such as to justify the grant of an allotment from imperial funds for the purpose. The Government of India will, however, be prepared to lend money for the improvement of the Cochin harbour at 4½ per cent. interest, if the port fund there is financially independent, and if the receipts so exceed the disbursements that ample security can be given for the repayment of an advance made in a moderate time. As regards the new lighthouses at Cadiapatam and Cape Comorin, and the lighthouse or light ship to be placed at Coconada, the Government of India are prepared to grant some assistance for this purpose either in the shape of contribution from the imperial revenue, if the state of the finances and other claims shall allow of such a grant, or by a loan if any financially independent security can be offered for its repayment. The Madras Government have ordered the above paper to be recorded; and directed that an application be made to the Government of India in due course for provision of the entire sums required for construction of the lighthouses at Cadiapatam, Cape Comorin and Coconada, as soon as the probable cost of the latter work shall have been determined.

PASSENGERS BY THE HOMEWARD MAIL.

THE P. AND O. Co.'s s.s. AUSTRALIA, Captain J. S. Murray, will sail to-day for Southampton, &c., via the Canal, with the English mail and the following passengers:—

FOR SOUTHAMPTON.

Mrs Towson and child.
Mrs Maunsell and infant.
Surgt Major and Mrs Parson.
Miss Edwards.
Mrs Losacke and infant.
Colonel and Mrs Holmes and two children.
Mr. C A Fitzroy.
Mr C Wood.
Mr H B Crosse.
Miss Walshe.
Captain F Bailey.
Captain H Cotton.
Mrs Skipsey and infant.
Rev T M B Paterson.
Mr H Grandon Tippet.
Mr and Mrs Swinton and four children.
Mr H A Hamilton.
The Rev Mr Appleton and three Misses Appleton.

FOR BRINDISI.

Mr V B Schalch.
Mr R J Richardson.
Mr W Lamb.
Mr Levinge.
Miss Percy Falkener.
Mr F D'Brown.
Mr Mallin.
Mr G A Ballard.
Major F. J. Pollock.

FOR VENICE.

Mr G H Wright.
Mr E W Stoney.
Mr E Hosking.
Mr Schroder.

FOR SUEZ.—The Rev Mr Higgins.

FOR ADEN.

Colonel F Schneider.
Mr P R Patel.

THE BOMBAY TOWN COUNCIL.

AT the meeting of the Town Council held last Tuesday afternoon, there were present:—C. Currey, Esq., Chairman; Dr. T. Blaney; Surgeon-Major Cook; Dossabhoy Framjee, Esq.; Dr. T. G. Hewlett; Mahommed Ali Rogay, Esq.; Nanabhoy Byramjee Jeejeebhoy, Esq.; the Hon. Narayen Wasudeo; Rugonath Narayen Khote, Esq.; Rao Sahib Wishwanath Narayen Mandlik, Esq.; and Shantaram Narayen, Esq.

The minutes of the last meeting having been taken as read, the Chairman said the first business on the aggenda was the consideration of Government Resolution No. 1610, dated 9th June 1874, regarding the Government contribution towards the cost of the police.

The Chairman said that since the last meeting he had read the papers bearing on this subject, and he thought their best course would be simply to pass the resolution on to the Corporation, and say that they postponed answering it till they took up the larger question of the finances.

The Hon. Narayen Wasudeo seconded the proposition.

Dr. Dossabhoy Framjee thought that the Council ought to thank Government for its courteous acknowledgment of its responsibilities, and to recommend the Corporation to express a hope that Government would soon be able to pay its contribution.

Dr. Hewlett said he thought they should strengthen their hands considerably by delay, as the spirit of Government was evidently on their side.

Dr. Blaney concurred with Mr. Dossabhoy Framjee. He thought it might be an indefinite period before the discussion on Mr. Pedder's proposals came to an end.

The Chairman said he did not think the Town Council should come to any definite resolution before knowing whether the Corporation would agree to it.

Rao Sahib Wishwanath Narayen Mandlik proposed that the Government resolution should simply be referred to the Corporation for disposal.

The Chairman then put the first amendment to the meeting:—

Proposed by Mr. Dosabhoy Framjee, and seconded by Dr. Blaney:—That the Town Council is much obliged to Government for their Resolution No. 1610 of 1874, and recommend the Corporation to express a hope that Government will soon be in a position to pay its contribution to the expenses of the police of this city, and inform the Corporation of it before next October, when the financial arrangements of the Municipality for 1875 will have to be considered.

The amendment was lost.

The second amendment was next put to the meeting.

Proposed by Rao Sahib Wishwanath Narayen Mandlik, and seconded by Mr. Shantaram Narrayen:—That Government Resolution No. 1610 of 1861 be referred to the Corporation for disposal.

This amendment being carried, the original proposition was not put to the meeting.

The next business before the meeting was a memorandum from the Acting Municipal Commissioner, forwarding a copy of his letter to Government, pointing out that Colonel Fuller, R.E., was not eligible for the appointment of member of the Town Council, to which he has been nominated.

It was resolved that the Municipal Commissioner's letter should be recorded.

The next business was a petition from certain livery stable keepers, praying that they might only be required to pay half rates for their vehicles and horses.

The Municipal Commissioner stated that this was a matter in which, under Section 107, the Town Council could take no steps until it had been confirmed by the Municipal Commissioner. He had refused to grant their application for this year, but had promised that it should be considered in the budget for 1875.

After the Secretary had read the petition, it was resolved that the memorialists should be informed that it rested with the Municipal Commissioner to deal with their memorial for the current year, and that their representation would be considered when the budget for 1875 was being prepared. The next business was a memo. from the Acting Municipal Commissioner, forwarding papers relating to the levy, after three years, of four annas per gallon on all wines and spirits.

The Municipal Commissioner explained that the town duties on wines and spirits, as the Council would remember, had been raised last October to 6 annas. They had since been again reduced to two annas. He had drawn up a brief memorandum, which showed how matters stood, and which he would read. (Reads.)

It was then resolved, in the motion of Dr. Blaney, that the Acting Municipal Commissioner should be thanked for the trouble he had taken in the matter, and that the consideration of the matter should be deferred until the budget for 1875 was under discussion.

Holloway's Ointment and Pills.—Rheumatism and rheumatic gout are the most dreaded of all diseases, because their victims know that they are safe at no season, and at no age secure. Holloway's Ointment, after fomentation of the painful parts, gives greater rel ef than any other application, but it must be diligently us d to obtain this desirable result. It has been highly commended by rheumatic subjects of all ages and of both sexes for rendering their attacks less frequent and less rigorous; and for repressing the sour perspirations and soothing the nerves. In many cases Holloway's Ointment and Pills have proved the greatest blessings in removing rheumatism and rheumatic gout, which had assailed persons previously healthy and in the prime of life.

THE PROTEST OF BOMBAY AGAINST THE REVISED MAIL CONTRACT.

ON Wednesday afternoon an influential and numerously attended meeting was held in the Town Hall to adopt a petition protesting against the arrangement which the Home Government is said to have entered into with the P. and O. Company regarding the carriage of the mails between England and Bombay. Among those present we noticed—Hon. J. K. Bythell, Messrs. H. Maxwell, J. A. Forbes, R. Lord (Chairman of the Chamber of Commerce), R. B. Sedgwick, A. C. Oliphant, H. R. Cormack, G. S. Kittredge, W. M. Wood, M. Mull, W. Cooper, J. L. Kipling, W. A. Baker, J. M. Maclean, R. B. Baker, Dr. Knapp, Dr. Hunter, Messrs. P. Robertson, A. E. Sassoon, A. Latham, C. D. Parker, G. Geary, Andrew Hay, W. G. Gordon, Sir Jamsetjee Jeejeebhoy, Messrs. Byramjee Jeejeebhoy, Vurjeevundass Madhowdass, Sorabjee Shapoorjee Bengallee, Muncherjee Nowrojee Banajee, Nanabhoy Byramjee Jeejeebhoy, Soonderdass Mooljee, &c.

Mr. George Taylor (Sheriff of Bombay) explained that the meeting had been held in compliance with a numerously signed representation which had been made to him by the inhabitants of Bombay.

On the motion of Mr. Byramjee Jejeebhoy the Hon. Mr. J. K. Bythell took the chair.

The Chairman—Gentlemen,—I was absent from Bombay while the arrangements for holding this meeting were in progress, and as I have only recently returned I am not prepared to make a long speech in order to support the objects for which we are met. The subject of the revised mail contract has been handled very forcibly by the Bombay Chamber of Commerce recently, and also, as you are aware, by the Indian press; and it therefore appears to me that the Home Government, in arranging the modification of the contract with the P. and O. Company which has been telegraphed to us by Reuter, have either been culpably negligent of their duty or have deliberately disregarded the interests of India and all the other countries to which mails are carried by that Company. (Applause.) If they did not ascertain that the original contract was exceedingly lenient for the P. & O. Company, that since the date it was entered into the opening of the Suez Canal has lessened the work of all steamers while the improvements in machinery have made the guaranteed speed absurdly low compared with the average speed made by the steamers in other great mail lines—and that, moreover, as a matter of fact, the P. and O. Co.'s steamers are capable of carrying the mails much quicker than they do—then I say that the Home Government did not take sufficient pains to ascertain facts, and were guilty of negligence. On the other hand, if they did know these facts, then they must have coolly set aside the rights and claims of India and the other countries to which the P. & O. Company carry the mails. One cannot resist the temptation of remarking that the P. & O. Company seem to have very great influence with the Conservative Government, for it is a significant fact that the original contract was entered into with the P. & O. Company by a Conservative Government, and the modification of that contract (so favourable to the P. & O. Company) has been entered into by Mr. Disraeli's Government also. When I came to India, about ten years ago, I came *via* Marseilles. We first went to Malta to coal, which took us out of our course, and stayed there for eight hours. When we arrived at Alexandria it was dusk, and we had to wait till next morning, thus losing twelve hours. Then we went on to Cairo, where we were told that the steamer was not ready on the other side, and accordingly we had to spend a day and a half there. We then proceeded very leisurely down the Red Sea. When we got into the track of the monsoon we went tolerably quickly. In spite of all the delays I have mentioned, the mails were carried from London to Bombay in 20½ days. Gentlemen who have been in Bombay eight or ten years will easily remember then the mails were often carried from England to India in 20 and 20½ days. Now, having regard to that fact, it is certainly most discreditable, after the opening of the Mont Cenis tunnel, and the change of the route via Brindisi, that the P. and O. Company are still to be allowed 20½ days to carry the mails; and it is still more discreditable that when H. M.'s Government had very lately an opportunity of asking for more favourable terms in exchange for the concession of being allowed to run steamers through the Suez Canal, that opportunity was allowed to pass away. The discussions which have recently taken place show that what the P. and O. Company have agreed to is really no concession at all. (Loud applause.) I will now call upon Mr. Maclean to move the first resolution.

Mr. J. M. Maclean—Mr. Chairman and Gentlemen,—The resolution which has been entrusted to me, and which I have now the honour to propose, is as follows:—

"That this Meeting of the Inhabitants of Bombay, having learnt that the revised postal contract with the P. and O. Company provides for the reduction of only 24 hours in the time now allowed for the voyage from Brindisi to Bombay, protests against this reduction as wholly inadequate to the requirements of the mail service, and the capabilities of modern mail steamers."

I am not sure that I shall carry the sympathies of this meeting with me if I say I believe we have not met here to-day principally for the purpose of protesting against the way in which the P. and O. Company carry the mails. For I think we can fairly say that that Company conduct the service with remarkable regularity, with a freedom from loss of life and property which is almost unexampled in the history of mail-carrying companies, and at a rate of speed which is on the average very much above the rate provided for by the terms of their contract with the British Government. I think, therefore, that within the limits of their contract the P. and O. Company do their work very well on the whole, and that the community of India has very little reason to find fault with them, although at the same time it may have a very serious grievance against the Government which has made the mistake of concluding a singularly easy contract with them. Again, I should not, for my own part, be willing to join in the outcry which is sometimes raised against entrusting the carriage of the mails to any single company and thus creating a monopoly, as it is called. The circumstances of India and the countries of the West are very different. In the carriage of the American mails it has been found possible to throw open the contract for conveying letters and papers between America and England. But I have no doubt you are all aware that this has only been found possible because the number of first class steamers running between Liverpool and the principal towns of the United States has immensely increased of late years, so that through the very profitable passenger traffic which has been created Government has found it easy to send letters and papers by many of those steamers. That state of matters is natural enough where you have at one end of the journey an active commercial people like the English and at the other a rising energetic race which increases at the rate of very nearly a million a year, everyone of the million being eager to travel everywhere throughout the world. (Laughter.) But the conditions of the problem are very different when you come to the regular journey between England and India. True, you have the same energetic and busy community of England at one end, but on this side you have a community which is very different. I observed the other day some statistics which showed that leaving out of consideration European troops, who have their own ships, there are not probably more than 70,000 or 80,000 Europeans in India, and it is from that class that the travellers between this country and England are chiefly drawn, for the natives of India who cross the seas may be counted by hundreds, I had almost said by tens. When you consider that this community can increase but at a slow rate, and it is unlikely there will be any marked increase in the travelling public for a number of years, I think it becomes evident that you cannot expect the same development of the system of passenger traffic which you find in America and England. As a matter of fact you have not the same class of steamers frequenting the ports of Bombay or Calcutta as travel between America and England, and I believe it is the case that there are hardly any steamers which run to Bombay that have maintained the rate of speed which is ordinarily made by the P. and O. Company's steamers. This being the state of affairs, in order to induce any contractors to carry the mails, it is really necessary to give a subsidy, and that subsidy must create that which we find called a monopoly. It may be asked, after what I have said, what then have we to complain of? Gentlemen, our complaint is that in granting this subsidy, which it is right enough to give, we do not get our money's worth for our money. (Applause.) This resolution lays it down that the present service is not conducted at a rate of speed equal to what modern mail steamers can accomplish. I think it is only necessary to look at what the P. and O. Company themselves have been doing lately to see that the rate of speed prescribed by the contract is utterly inadequate. The Secretary of the Chamber of Commerce, in his letter which was published the other day, gave a list compiled from the beginning of the year down to about the beginning of April, of the time taken by various mail steamers in making the journey between Brindisi and Bombay. I have looked into the time taken by the mails since April, and I find that from the beginning of that month down to the mail that came in the morning, that is for a period of very nearly three months each mail has been conveyed between London and Bombay in a less space of time than 19 days, and several of the mails have actually been delivered on the eighteenth day. This shortness of time is not due to the fact of this being the monsoon season. Most of these steamers have taken twelve days to do the distance between Suez and Bombay, and none of them has taken less than 6½ to 7 days to make the voyage across from Aden to this city. Now, these are the ordinary rates of speed allowed all the year through, and therefore we may see there would be no difficulty in the P. & O. Company bringing the mails from Suez regularly in 12 days. Even that represents a very much lower rate of speed than the ordinary rate at which the mail-steamers carrying letters across the Atlantic perform their duty. The voyage from Bombay to Suez is very nearly the same length as that from Queenstown to New York, and considering that the Atlantic mail steamers run the distance in nine or ten days I think it will be generally admitted that 12 days is ample time for any mail steamer to take on the voyage between Suez and Bombay. (Hear, hear.) I believe that the late Government, in conducting its negotiations with the P. and O. Company for a revision of their contract, was anxious to make a considerable reduction in the subsidy, as a concession to the public in return for granting permission to the Company to send their vessels through the Canal. It seems to be quite clear that such a concession might fairly have been looked for. There have been some family quarrels among the shareholders of the P. and O. Company lately, and one might think that the Company had been nearly beggared by the hard terms imposed upon them by Government; but as a matter of fact every one knows that the Company, since they obtained their new contract, have reconstructed their entire fleet and at the same time have paid very satisfactory dividends all these six years past, with, I believe, but one exception. If that is the case, I do not think the Company can complain that the contract has pressed unduly hard upon them. (Hear, hear.) When they went to Government, and asked to be allowed to take their steamers through the Suez Canal in order to avoid calling in and breaking bulk at Alexandria, it was only fair for Government to say, "You must allow us something in return, especially as the improvements recently effected in marine engines have really reduced the charge for coal consumed during the voyage by, at a moderate estimate, one-third." The Company refused to give up anything to the late Government, but it seems that the present Government have given way entirely to the Company and allowed the contract to be altered without exacting any adequate concession in return. This meeting may, on behalf of the community of India, protest fairly against the conclusion of such a contract. There is no wish on the part of that community to reduce the amount of the subsidy granted to the P. and O. Company: it would far rather that the concession should take the form of a reduction of the time employed in carrying the mails. The Company have offered a reduction of 24 hours, but it has been clearly shown that that is no reduction at all, as at present they very often carry the mails on much more favourable terms. Well, gentlemen, I think these facts show tolerably clearly that the Home Government has not taken our interests into sufficient consideration in making this revised contract. I daresay it will be said at home by advocates of the contract as at present revised, that the people who are met here to-day represent but a small portion of the community, and have only selfish aims to carry out; but it is, I believe, a great mistake to suppose that quickness of communication is only of value to mercantile men. Doubtless it facilitates trade, but, on the other hand, it has a most important connection with the well-being of the whole country. Nothing tends so much to quicken and invigorate the national life of a people as rapidity of communication with other countries. Some philosophers have, I know, drawn pictures of a perfect community, representing it as shut up within itself, governing within itself, apart from the outer world; but my own belief is that no community can ever take a high rank among the nations unless it is ready to make itself acquainted with what is going on in other countries—to know what the wisest men of all countries have said and thought, what the most flourishing and famous nations are doing, and to apply the familiar knowledge thus acquired for the material and social improvement of its own people. (Applause.) India has already remained too long shrouded in her isolation behind barriers of prejudice which keep her from communicating freely with the rest of the world, and, I believe that the more you open up the way to the West the better by far will it be for the people of India. (Applause.) I say, therefore, that it is not merely for the benefit of the trade of English merchants that we wish quicker communication to be opened up with England. As a matter of fact, no doubt, Bombay has a greater interest in quick communication by the present route from Brindisi than any other part of India. We all know what schemes have been proposed for overland railways from Europe across Syria and Mesopotamia, through Turkey and Persia, and through Russia and the provinces of Turkistan, as has been proposed by M. de Lesseps. These schemes have been called dreams, but within a few years any of them may be realised, and then nobody will say Bombay is not threatened with the loss of her commercial supremacy in the East. It is only by developing to the utmost the capabilities of the Suez Canal on the route between India and England that this city will continue to be prosperous or that we can expect trade and the fertilizing stream of tourist traffic to continue to pass this way. There is only one other point which I would like to bring to your notice. The Government of England seem to have approved of the revised contract without submitting it in any way to the Government or the people of India. I am quite sure that that is a practice which it is impossible can be continued, and I hail with some delight this meeting to-day, because I look upon it as a sign that the public opinion of this country is ready to assert itself in favour of having projects which vitally affect the interests of this country submitted to the Government and people of India before being carried out by an autocratic Ministry at home. (Loud applause.) I feel, therefore, looking at the character of this meeting, that whatever may be the immediate fate of our petition and resolutions their ultimate effect cannot but be of signal service to the best interests of India. (Applause.)

Dr. Blaney—Mr. Chairman and Gentlemen,—After the very able manner in which Mr. Maclean has put the case before you, and the eloquent remarks which fell from the Chairman in opening the proceedings, I might be satisfied with formally seconding this resolution. If, however, I take the liberty of saying a few words before I sit down, my apology must be that I was in the mail service before the P. & O. Company came into existence. (Laughter.) I have run with their steamers side by side for several years. I remember their first three purchases, the Bentinck, the Hindostan, and Precursor. I have tried to get extracts from the log of one of these vessels for your information to-day, but I am sorry to say, have failed. They commenced running between Calcutta and Suez in 1840, and I have a recollection that many of their passages were not made at a less speed than many of the voyages which are now made by the P. & O. Company's steamers. Yet I am speaking of 34 years ago! I myself once belonged to a steam frigate, the Akbar, and I know that that ship performed the distance between Bombay and Aden in 6½ days; and in the south-west monsoon, we took a southern route, in order to give us plenty of sea room, and yet we did the journey in 10½ days. We know that extensive improvements have been made lately in steam machinery; and we must not suppose that what has been going on all over the world has not been taking place in the P and O. Co.'s fleet. Yet, although in their more recently acquired vessels they have got every modern appliance to secure efficiency and economy, the rate of speed at which the Company make their steamers travel is very little better than what it used to be in 1840. Any company carrying H. M.'s mails might be supposed to run faster ships than any other company, yet looking at the way in which ordinary steamers have been increasing their speed while the P. and O. Company have been almost standing still, I think there is every prospect of the cotton boat saying to the mail boat, "Get out of the way." Indeed, we have recently seen the farce enacted of a cotton boat challenging a P. and O. Company's mail steamer, which beat the cotton boat only after using its utmost power. In another five years I believe there will be cargo vessels upon the water which will regularly beat H. M.'s mail boats. It really is a great grievance that the P. and O. Co.'s fleet should possess such abundance of power without using it. This may not, as Mr. Maclean has said, be the fault of the P. and O. Company, but at all events it is the fault of Her Majesty's Government. Any contract entered into for twelve years, for a fixed rate of speed, could only have been detrimental to the best interests of those countries to which the P. and O. Company carry the mails. That allusion by Mr. Maclean to the secrecy with which this revision of the contract has been carried out is most disheartening to the people of this country; and I regret that the power of appealing in such cases should ever have been taken away from us. Gentlemen, I think the request of our petition very modest. Comparing the rate of speed maintained by the mail services attached to other civilised Governments with the rate maintained by the P. and O. Co., I think we might well agree that the P. & O. Company would suffer no hardship even if they were asked to deliver the English mails in Bombay in twelve days from Brindisi. I would like to distinguish between our complaint and the P. & O. Company's employés. I have had considerable acquaintance with the men who have manned the P. & O. Company's steamers, and found them excellent both as sailors and officers, and every credit is due to them for the way in which they have performed their duty. (Applause.) But that is quite a different matter from our complaint, which is against the present Government for granting such easy contracts to the Company. It is astonishing that for thirty-four years the conditions should always have been in favour of the P. & O. Company and against the public of India. The brightest gleam of sunshine that comes to us from home comes through our papers and our papers, and that is why we are all interested in the improvement of the mail service. It seems that the art of conducting a mail service properly has yet to be learned by Her Majesty's Post Master General. Now that this meeting has come forward to protest against the revised contract, I trust that the day is not far distant when there will be a considerable improvement in the rate of speed at which our communications are carried between India and England. By one of the Calcutta papers received to-day, I see that the public of Calcutta are willing to strengthen the hands of the Bombay public in this matter of our appeal. (Applause.) I have little doubt that a similar unanimity will be in Madras, and, indeed, all over India and China. I will conclude by expressing the hope that, when the memorial from India is presented to the House of Commons, the members will see how cruelly the interests of this country have been dealt by the Ministers who are responsible for the contract under which the mails are now carried. I beg to second the resolution.

The first resolution was carried unanimously.

Mr Hamilton Maxwell (Nicol & Co.) moved the following resolution:—

"That the following petition of the Inhabitants of Bombay, be adopted by this Meeting, and that the same be presented to the House of Commons, humbly requesting the House to refuse its sanction to any renewal of the contract which does not stipulate for the regular conveyance of the Indian Mails, between Brindisi and Bombay in 16 days, and to direct that the terms of the contract should be fixed, or revised from time to time as occasion may arise, by a formal convention between the Imperial Government and the Government of India. And that the petition be entrusted to the care of Mr. Henry Fawcett, the distinguished member for Hackney."

(This petition has already appeared in our columns.)

He was very glad to notice that Mr. Maclean and Dr. Blaney had spoken so favourably of the P. & O. Company. He had been quite prepared to say a word in their favour, for he considered it to be the duty of the directors of the P. & O. Company to use every reasonable fair means to obtain the best terms they could for themselves. He agreed that it should not be the Company that should be blamed, but rather the manner in which Her Majesty's Postmaster General had treated the Indian public. The only course open to the public was to lay their grievances before the House of Commons, and they could not do better than entrust the matter to Mr. Fawcett, who is a member of the Indian Finance Committee and of the House of Commons had shown great knowledge of and interest in Indian affairs. (Applause.) He personally was quite satisfied that the best man in the House of Commons for the business in hand was Mr. Fawcett.

Mr. A. C. Oliphant (Ewart, Latham, and Co.'s) seconded the resolution. The facts and figures in the petition and the remarks which had been made by previous speakers made it necessary for him to say very little in support of Mr. Maxwell's motion. He mentioned that a day or two ago he asked a gentleman whether he was coming to this meeting. He said he was not, and inquired what benefit any enhanced speed of the mail steamers would bring to his business? Mr. Oliphant thought that gentleman looked at the matter from an entirely wrong point of view. Individually the enhanced speed might not bring grist to the mill, but there was a collective good to be got for which all ought to strive, and it was for this reason that he rejoiced to see the present meeting standing up, as it were, on behalf of all India. Referring to the subsidy, he thought the experience of the past and the present would bear him out in stating that England and India—for the two countries never could be separated—had never got their money's worth from the P. and O. Company. As to the revision of contract which had been made, he confessed that the duty of making so important an arrangement seemed to have been entrusted to the care of some young gentleman, well-intentioned but not well-qualified perhaps. Perhaps it was the very same young gentleman who was in charge of the Stamp Department, who recently sent out to India a quantity of postage stamps valued at a few thousand pounds, marked "stationery," and which were recovered from the wreck of the Dhoolia in the Red Sea and hawked over the country by enterprising people who had found out what the "stationery" was worth and bought it for a trifle. (Laughter.) Mr. Oliphant compared the connection of the P. & O. Company with the public to a book, and went over the various chapters of it, one of which was devoted to the making of the original contract; another to the obtaining of the important concession of being allowed to proceed direct through the Suez Canal in exchange for a concession of speed which was no concession at all; another to the quiet way in which the revised contract had been carried out after the Conservative Government came into power; and concluded by saying that the name of the volume ought to be "Job." (Laughter.) He ventured to predict that the expression of the views of the meeting before the House of Commons by Mr. Fawcett would be successful.

Mr. Rutnagur, of the Elphinstone College, expressed his pleasure that the Bombay Chamber of Commerce had taken the lead in agitating this important matter. He complained of Mr. Hogg the Postmaster General of India's dilatoriness in merely acknowledging receipt of the Chamber of Commerce's first communication with reference to the acceleration of the mails. He also criticised the petition, and alluded to some mistakes in the second paragraph.

The Chairman—Will you be kind enough to point out what the mistakes are?

Mr. Rutnagur (after walking solemnly to the chairman's table, taking up a copy of the petition, and sonorously reading the paragraph he took exception to)—Mr. Chairman, I wish this subject to be dropped. I have forgot the train of reasoning which made me conclude that the paragraph was faulty. (Great laughter.)

The resolution was then carried unanimously.

Mr. Lord (chairman of the Chamber of Commerce) moved the next resolution as follows:—

"That a copy of the petition to the House of Commons, and of the proceedings of this Meeting, be forwarded through the local Government of the Government of India, with the respectful request of the inhabitants of Bombay that the Right Honourable the Viceroy in Council will be pleased to communicate the purport of the same by telegraph to the Secretary of State for India in Council, desiring him at the same time, in the interests of India, to urge Her Majesty's Government to grant the prayer of the petition."

He had no doubt that the people of India and also those of China and Japan had every reason for being indignant at the leisurely way in which the mail service between Europe and the East was conducted by the P. & O. Company. Looking at the speed which mail steamers run in other parts of the world, he could only designate the P. & O. Company's steamers' progress as "crawling," and he could safely say an Irish north country collier would go as quickly as the speed which was laid down in the contract with the P. & O. Company. He related his experience four years ago in the Norton, which did 9 knots an hour easily, and in another steamer which took him to China at the rate of 11 knots an hour. He could remember when the contract with the P. and O. Company was published in 1868, the rate of speed (9½ knots an hour) stipulated for caused much amusement in England, as speed of being 3 or 4 knots an hour less than the speed at which the American mails were regularly carried. He quite agreed with previous speakers that the P. and O. Company conducted their business with great regularity, and he had always been very well pleased with the officers and the service generally. But his complaint was against a contract which permitted the mails to be carried at such a slow rate of speed. He looked upon the concession which the P. and O. Company had offered being allowed to carry all the mails through the Suez Canal as simply humbugging the public, because, as had been already shown, it was no concession at all. Judging from the ability with which Lord Northbrook had ruled India, he had no doubt the Viceroy would at once recognise the great importance to India of the memorial, and would lose no time in complying with the request of the memorialists to telegraph to the Home Government the results arrived at by the present meeting.

Mr. R. B. Sedgwick seconded the resolution, which was carried unanimously.

Mr. Gratton Geary (of the *Times of India*) then proposed the fourth resolution—

"That a copy of the petition to the House of Commons and of the proceedings of this Meeting be forwarded to the Right Honorable Robert Lowe, the member for the University of London; to Sir James Elphinstone, Baronet, the member for Portsmouth; to Sir Seymour Fitzgerald, K.C.S.I., the member for Horsham; to Dr. Lyon Playfair, the member for the University of Edinburgh; to Sir Thomas Bazley, Baronet, and Mr. Hugh Birley, the members for Manchester; to Mr. John Dunbar, the member for New Ross; to Mr. J. Farley Leith, the member for Aberdeen; and to Mr. George Sclater-Booth, the member for North Hants; with the request that they will, in the interests of this country, support the petition to the House of Commons, which has been entrusted to Mr. Fawcett, and whatever action he may deem necessary to take to secure the prayer of the petition being granted."

He apprehended the meeting would have no difficulty in concluding to adopt that resolution. There being no direct means of representing the feelings of the meeting to the House of Commons, the best thing to do obviously was to gain the assistance of those members who had been associated with India or were well disposed towards it. In asking the gentlemen named in the resolution to forward the objects of the meeting, he might take the liberty of assuring them that all sections of society in India who take an interest in having the quickest possible means of communication with the centres of civilisation were at one in desiring that the present contract with the P. & O. Company should be revised effectually if it were to be revised at all. It was clear to him from what had been said that India in the matter of mail service was being badly served through a badly-made contract, while at the same time an annual sum, which he would not say was exorbitant, yet it was a very large one, was being paid for the carrying out of the contract. He thought the public had a right to expect something better for their money than they got, and concluded by trusting that the representations in the memorial would place India where she ought to be in this matter.

Sir Jamsetjee Jejeebhoy, Bart., seconded the motion, which was carried unanimously.

Mr. J. A. Forbes (of Forbes and Co.) proposed the following resolution:—

"That a copy of the petition to the House of Commons, and of the proceedings of this meeting, be forwarded to the Chairman, and to each of the respected members of the Indian Finance Commission, with the request that as every-thing which prevails throughout the country among the numerous classes who have any connections or associations,

THE BOMBAY RIOTS.

(Englishman.)

INTIMATION has now been given of the receipt by the Secretary of State of the Bombay Government's first report on the Muhammadan disturbances. It will be remembered how the public were amused with the frankness and simplicity displayed in that State paper, and still more by the wrath excited in certain quarters, because one of the few copies of the documents got astray, and turned up in the columns of the daily papers. But love laughs at locksmiths, and we are able to-day to present the copy of a still more interesting communication, viz., that of the first draft of a despatch which had to give way to the narrative already published. Some may imagine this was written in a dream of an Under-Secretary; others, that it was the product of a competition-walk after a spiritualist *seance*. In the correspondence about to be presented to Parliament, it is just possible it may not be found; but that it was an "original draft" there can be little doubt.

FIRST DRAFT OF THE "SIMLA NARRATIVE."

MY LORD MARQUESS,—We have the honor to present an account of the circumstances under which, during the last week, the community of this town has been excited owing to the turbulence of a section of its inhabitants, but which are now happily at an end.

2. Your Lordship in Council will have been aware from the public prints that ill-feeling arose out of some trials in the High Court. The cause of dispute was in itself slight, but when a pretext for discord between two classes is sought, any trifling matter would be used to fan a flame.

3. Owing to the admirable intelligence of the detective police, composed as it is of all classes, the Police Commissioner was able to know, step by step, the feeling of the masses, and to indicate to us correctly the measures the more turbulent portions of the population were inclined to adopt for the disturbance of the public peace.

4. It was necessary to repress the open display of any taboots in procession through the streets during the coming Muharram, as it might lead to riots, which the police, in their present weak state, were unable to cope with; while, to afford a tangible cause for this unusual measure, we determined to seek for some popular warning, which, in the state of public feeling, would justify a vigorous and determined action.

5. Happily, without any scheming of the police towards this end, it came ready to our hands in the publication of a work which, the most ignorant of a particular community imagined, cast an aspersion on the private character of the Founder of their creed—an incorrect notion, which, by our personal influence with the heads of the society, we did our best to dispel without suppressing the sale of the book. The Police Commissioner also wisely referred to the law courts such of the ill-educated and unwashed as thereby professed a grievance. The wide meaning of the Penal Code was ample for those who desired to enjoy the luxury of litigation over a fancied wrong.

6. But some symptoms of uneasiness continuing to be manifested, we issued a proclamation, suppressing all public processions during the Muharram. We trust this measure will be approved, and become a precedent for, in future, sparing this city an annual ceremony which is not necessitated by the orthodox doctrines of the Muhammadan world, and can be easily celebrated within the precincts of private residences without causing, as has hitherto been the case, considerable public excitement. And, in indicating the needful expediency of this proposal, we desire to call your attention that in certain portions of this Presidency the public procession of the taboots has been suppressed with an entire absence, for years past, of any tumult or display of popular feeling amidst a Muhammadan population.

7. To also calm the minds of those who anticipated any disturbances, or had any power to prevent them, the personal influence of the heads of our Government was used. The Hon'ble the President, accompanied by the Senior Member of Council (whose form, developed by every manly exercise, and face, beaming with intelligence and spirit, created a great impression), rode through the native quarter, and with meek flow of the vernacular addressed the assembled crowds. The lofty and animated eloquence on this occasion of the Hon'ble Mr. ——— increases the regret with which we view his approaching departure; while the means of briefly expressing indignant feeling in the "native patois," as shown then by the Police Commissioner, has developed in our Hon'ble President a strong admiration of the terseness of vituperative abuse possessed by the Aryan dialects of India.

8. A memorandum on this subject has been, at his Excellency's desire, drawn up by the Police Commissioner for use in the Political Department, where, in certain stages of diplomatic negotiation with the natives, it is likely to prove of need.

9. It was, therefore, with feelings of no apprehension we afterwards shortly learned that a riot was impending, when destruction of valuable property was contemplated. At a meeting of the Council, which was immediately held, the measures for its repression were discussed; and as it was known that a great number of the rioters would be Sidees, whose skins were exceedingly tender, and skulls were uncommonly thick, it was suggested by a gentleman of considerable medical experience that a body of sailors with "boat-oars should be landed to belay their skins." This was done, and so accurate was the information of the police, that the Commissioner was enabled to secure all the rioters before any assault or destruction of property had occurred.

10. Public confidence was then restored, and the city became tranquil. One case of a Musalman boy at the High School having got a Parsee youth's head in chancery has been reported. While the fever of panic pervaded the community, some of the more timorous petitioned for the declaration of martial law; but it was evident they knew neither the exact force of the measure they sought, nor the limits of the power of the executive. But we are now in correspondence with the Legislative Department for the passing of an Act applicable, on an emergency, at the order in Council of the Governor, to similar times of religious disturbance, should such again unhappily occur, when, under due legal form, rioters may, on a view of their commission of an offence, be summarily, there and then, brought before a Magistrate present at the scene of the riot, and punished by whipping and imprisonment for a very lengthened period.

11. In conclusion, we recommend that some mark of further favour be conferred on the Commissioner, who at present possesses only the third class of the Star of India.

February 20, 1874.

(True copy, *April* 1, 1874.)

EUROPEAN EXTRACTS.

THE EAST INDIA FINANCE COMMITTEE.

THE East India Finance Committee continues its sittings. Among the witnesses examined have been Lord Sandhurst, Sir Thomas Pears, Lord Cardwell, and Sir William Muir Lord Sandhurst gave at some length his experience as to recruits sent from Warley and from depots of the British army. He said he thought it was not a good thing to have recruits kept together in large bodies; it was a practical advantage to have a restricted number of men at the depots. The present regulation not to send them out until they were twenty years of age was the cheapest for India. Referring to the artillery arrangements, Lord Sandhurst said that expences were incurred which he thought might be saved. He thought the sending of the head-quarters of brigades to India was expensive and inconvenient, and that they should remain in England. With regard to the transport service of troops, he was of opinion that the present system was the most advantageous that could be adopted. The system of having an army in each of the three Presidencies with three military departments and three commanders-in-chief, he had condemned in 1869 on the grounds of its extravagance, and of the rivalry it promoted between the Presidencies. Sir Thomas Pears said that the system of referring military questions to inter-departmental committees did not lead to satisfactory or definite results. The present system of making India pay for recruits by actual charges had given rise to much controversy. He was in favour of a lump sum being paid for recruits, like the old capitation rate, or at least a principle based upon an equitable calculation and enforced for a number years. In all proposed changes India should have a voice. Lord Cardwell said he was of opinion that as far as possible accounts should be kept perfectly clear between the colonies and India on the one side, and the United Kingdom on the other; but there were some colonies which were obvious exceptions. Each should pay its own share. India employed about one-third of the British army, and India would not have reason to complain if she was charged upon that third. As matters stood at present, India did not pay for a number of cadres equivalent to her share in the army. The United Kingdom at present was maintaining 91 cadres for 52,620 men, while India was charged with only 50 cadres with 41,000 men. It would be more expensive for India to support an army of 60,000 men than it was to draw them from the British army, as she was doing at present. He thought the true principle of getting recruits should be so arranged as to render the service required both for the United Kingdom and India as cheap as possible. Both countries should bear their portion on the basis of the actual cost, and any additional cost which expensiveness involved should be borne by each in the proportion in which it employed the British army. Lord Cardwell said he was not prepared to say that the War Office should insist on India bearing a portion of the charges for recruits so far as that was the result of the new system of depot centres, but he thought the War Office would not be acting unreasonably if they did. The duration of service in India, he thought, should be determined rather from a medical than a financial point of view; and any system which sent a man back utterly used-up at thirty years of age and fit for nothing but illness and a pension ought not to be tolerated on any consideration. It could not be economical. Sir William Muir, in the course of his evidence, advocated the utilizing of the system of hill stations to a greater extent than at present. He thought that something was gained as regards the health of the men by sending them out to India at eighteen years of age instead of twenty, as they became sooner adapted to the climate if they lived on the hills in India. The death-rate was not so high in India now as it was a quarter of a century ago, and he attributed its diminution to improved sanitation and the better housing of the men. He thought less costly barracks than had been constructed might suffice for the men. There would not be any difficulty experienced in getting hill stations.

THE BESSEMER SALOON STEAMER.

THIS vessel, intended to obviate sea sickness in the passage across the Channel, is rapidly approaching completion. The vessel has been completely plated and the fitting of her engines and boilers in place will soon be accomplished. This work will be done while the ship is on the stocks, so that when she is launched she may the same tide be sent upon her trail trip. The vessel, so novel in her construction, is an object of great interest, and scarcely a day passes without several visitors from a distance inspecting her. The ship is 350ft. long at the water-line, and for 48ft. at each end the deck is only about 4ft. above the line of flotation, so that in rough weather the sea will wash over these low ends. The decks on this portion of the vessel have a considerable curve and the sides of the ship are rounded off so that the water may escape as speedily as possible. This form of end has been selected with a view to obviate any tendency to pitching. Above these low decks a breastwork is erected about 8ft. high. It is 254ft. long and all the width of the vessel. The whole of this breastwork deck is to be devoted for the use of the passengers, and that portion fore-and-aft of the paddle-boxes will be protected with stanchions. The vessel will be propelled by four paddle-wheels, and 90ft. of the space between the paddles will be occupied by the swinging saloon. Beyond this and at each end the space is occupied, nearest the saloon by the engines and next by the boilers. At one end of the breastwork there will be accommodation for the crew of the ship, and beneath their quarters stowage room for passengers' luggage, &c. At the opposite end of the breast-work the space is fitted with cabins for the special use of ladies, and below these cabins there is a saloon 52ft long, and fitted with sofa seats all-round. Along the sides of the breastwork deck, between the paddle-boxes, there are other cabins for passengers, besides smoke-rooms and refreshment-rooms. The Bessemer swinging saloon is making good progress, and already a good idea of the principle may be obtained by an inspection of the work. The saloon proper is about 70ft. long, 26ft. wide, and very lofty. The weight of the saloon is borne by four large bearings, one at each end and two near the centre. The end bearings are fixed on iron transverse bulkheads, which are well-stiffened by fore-and-aft ways to prevent them buckling. The saloon will be one of the most superbly-fitted apartments afloat. The top of it will form a promenade deck, and it will be fitted all round with seats. The saloon will be entirely under the control of the machinery invented by Mr. Bessemer, and it is declared that it will be kept perfectly free from rolling during the passage across the Channel, and passengers, it is expected, will not feel any more unpleasant sensation than they would in going up or down the Thames. The ship will be supplied with two very large life-rafts on the plan patented by Mr. Christie, and she will be steered, and her capstans, &c., worked by hydraulic machinery. She was designed by Mr. E. J. Reed, C.B., M.P., and Earle's Shipbuilding and Engineering Company at Hull are both the builders and the engineers.

FRANCE.

(FROM THE "TIMES'" CORRESPONDENT.)

PARIS, WEDNESDAY, June 24, 9·30 P.M.

WHILE on the one hand Republicans and Monarchists are at war, and on the other Legitimists and Orleanists disagree, all the more bitterly because they were so lately allies, the Bonapartists make their little game, and, like the ox in the fable, prepare to carry off the spoil for which the others are contending. Who could have foreseen only six months ago that this audacious party would have made the head it has between Christmas and Midsummer, and that we should see Deputies then clamorous for a Dissolution now shrinking from it lest the General Election should return too many partisans of the Empire? The Bonapartist Circular relating to the Nievre election first gave the alarm as to the underground agitation of the Imperialist Committees, although the existence of such associations must long have been a matter of little doubt to persons mindful of the habitual tactics of a party which has always been eminently a party of conspirators. Nobody was imposed upon by M. Rouher's pretended ignorance of the existence of such committees. Suspicion having once been fairly aroused and inquiries set on foot, conclusive evidence is now abundantly obtained. And, indeed, there is no need to seek it, for the Bonapartists themselves begin to parade their proceedings with amusing effrontery. Circulars and pamphlets clog the Post Office and fly about the country; the most exaggerated inventions are set afloat, proving the Bonapartist agents to have a very low opinion of the intelligence and great reliance on the credulity of those to whom they address themselves. A Republican paper has just published a telegram, which it asserts to have been profusely circulated in Italy, and which announces that the undecided attitude of this Government and the continual party struggles have brought about the complete triumph of the Bonapartists, and that towards the middle of next month Napoleon IV. will be called to the Throne, under the Regency of the Empress mother, Prussia will withdraw her troops from Alsace and Lorraine, festive preparations are making, and more in the same strain. The object of spreading such trash as this seems difficult to detect, but doubtless it is only part of a system directed to impress on the public mind the instability of the present Government and the general desire for an Imperialist Restoration; the Bonapartists Committee consists of ex-officers, and Colonel Pietri is its President.

It seems the Bonapartists feel strong enough to be insolent. M. Rouher had scarcely denied the existence of Bonapartist Committees when a paper of that party, the *Abeille des Pyrenees*, defiantly declared that there was a Committee at Paris and one in every Department, and that one was then being formed in its own district. The Ministerial Press is evidently uneasy. "The constantly increasing boldness of the Bonapartists," says the *Francais*, "cannot fail to inspire the Conservatives with grave reflections." The Orleanist *Soleil* dwells anxiously on recent manifestations and on an alleged plot which was to have exploded on the anniversary of the death of the Emperor's Napoleon I. Officers of the Army, partisans of the Empire, were, it was said, to have marched the troops under their orders to the Esplanade of the Invalides, and there the Prince Imperial was to have made his appearance and have been proclaimed, and so the trick would have been played. But it was found that the Army indifferent, if not adverse, to the proposed Restoration, and so it broke down. We are not told whether the Prince's chargers were being exercised in the Champs de Mars, as the Comte de Chambord's horses were last autumn in the Champs Elysees, at the time when his friends fondly believed the hour to be at hand as well as the man. But it is a sign of the times when a serious Conservative organ deems the report of a plot which most people would be inclined to set down as insane and hopeless worth dwelling upon even for a moment. This military *coup d'etat*, it says, so completely in the traditions of the family, has nothing very strange, and it concludes by intimating that these Imperialist manœuvres, being of a nature to disturb the tranquillity of the country, may very well lead to severe repression on the part of the Government. Revelations pour in upon us from all sides. A provincial paper relates that a Bonapartist Committee, having its seat at Perigueux, is circulating for signature among the clerks and others employed in the Government offices a petition demanding an appeal to the people. The foundation of a Bonapartist newspaper at Marseilles is announced. At Limoges a pamphlet has been printed, entitled, "*La Haute Vienne a Chislehurst, le 16me Mars* 1874," which has been profusely disseminated in that Department, of the interview of whose delegates with the son of Napoleon III. it gives a fulsome account. M. Ruher, not generally suspected of being tender or lachrymose, is described as crying like a child when the Prince read his speech, and it includes a pompous eulogium on Marshal Bazaine. Photography is largely resorted to for Imperialist purposes. M. Janvier de la Motte, a son of that famous Prefect of the Rure who, under the Thiers' Government, was tried for malversation, and in whose favour M. Pouyer-Quertier deposed with an indiscretion which cost him his seat in the Cabinet, being, it seems, in the enjoyment of money and leisure, advertised that he would send a photographic portrait of the Prince Imperial to all who applied to him for it. In a letter to the *Journal d'Angers* he now announces that he has posted and distributed more than 7,000. A well-known Bonapartist Deputy is engaged in a similar distribution in another Department. Finally, and coincident with the appearance of the telegram said to be profusely circulated in Italy, the Milan *Perseverenza* publishes a long article advocating the claims of Prince Napoleon Jerome to supreme power in France—whether as Emperor or as President of the Republic matters little, the writer of the article being evidently persuaded that his candidate is equally well qualified for both stations. It has been asserted that the writer was the Prince himself, but of this there is no proof. What is certain is that it was promptly reproduced by the *Avenir d'Auch*, which passes for being his *Moniteur* or official journal. Evidently the feud between the two Branches of the House of Bonaparte is not near appeased.

The *Debats*, commenting on the apprehensions of the principal Orleanist organ, to-day writes as follows:—

"The *Soleil* and its patrons did not fear to join hands with the Bonapartists when the object was to overthrow M. Thiers and to impose the establishment of a constitutional *regime*. The Duc de Broglie set the Bonapartist Prefects and Mayors on their legs again. Public functions were made over to the former servants of the Empire, and now you wonder that the Imperialist Party, of which such care has been taken, profits by the advantages of the position in which it has been placed and profits by the complaisance of its allies. The *Soleil* may well repeat its *mea culpa*. What is it that gives audacity and strength to the Imperialist Party besides the political instability perpetuated by the obstinacy of the Right Centre, which refuses France the Government it desires? While the Doctrinaires dispute, the Bonapartists act. In the Committee of Thirty, as in the Assembly, invention is racked to devise subterfuges to escape the necessity of the Republic and the risk of reducing the country to another shameful and fatal necessity—that of falling again under the yoke of the authors of the 2d of December and that of Sedan is wholly lost sight of. You weigh words and formulas, you reason on the quintessence of Government as if we were living in the Republic of Tarentum, and this when the enemy is close around the city. It is the moment to say to our legislators, 'Catiline is at your gates and do you still deliberate?'"

THE SIAH POSH KAFIR AT THE ALBERT HALL.

TO THE EDITOR OF THE "TIMES."

Sir,—Prince Iskander, nephew of his Royal Highness the Ameer of Kabul, has favoured me with the enclosed information forwarded to you in the original, regarding Jamshed, the Siah Posh Kafir, whom I have brought over to England from the Punjab frontier, and who is now in attendance on my collections at the Royal Albert Hall Galleries. As he has naturally excited some interest, I may mention that my object in bringing him to this country was not merely in order to satisfy the curiosity of ethnologists regarding that mysterious quasi-European race which inhabits the most inaccessible regions of the Hindu-Kush, but also to direct attention to the state of slavery in Afghanistan.

The Anti-Slavery Society have already elicited a generous response from the Marquis of Salisbury, and I hope that steps may be taken to protect a brave and independent race from the extermination which now threatens them. Since the days of Tamerlane and Baber, they have, armed only with bows and arrows, successfully resisted the constant attacks of the Mahomedans, who surround them on every side; but now that Great Britain has provided the Ameer of Kabul with improved fire-arms, their destruction or dispersion is merely a question of time. In the meanwhile the state of insecurity thus mainly engendered prevents European commerce from taking the direct route to Central Asia, which lies along their country up the Kuner River, *viâ* Chitral. Were pressure put on the Ameer to stop slavery and the slave trade in his dominions, the Kafir chiefs could be induced to protect the roads, which they now infest as a means of retaliation on the kidnappers. The first Yarkandi, Naz Muhammad, whom I brought over 1869, helped in creating the present interest in his country. Allow me to hope that Jamshed may not be less successful in drawing attention to the Siah Posh Kafirs—infidels dressed in black garments of goatskin (as their Mahomedan enemies term them), but who call themselves "the brethren of the European," and whom some (I think erroneously) have supposed to have a Macedonian origin, traced to the time of Alexander the Great's invasion of Northern India.

Yours faithfully,
G. W. LEITNER, Principal of the Government College, Lahore.

22, Aberdeen-place, N. W., June 22.

"21, Blenheim-crescent, Westbourne-park June 8.

"Dear Dr. Leitner,—I heard that some uninformed people disputed that Jamshed, the man whom you brought over to England from Punjab, is not the same as he is represented to be. On the contrary, I can assure you that he is the identical person, because I knew him when he was brought over to Cabul to my uncle from Cafarestan as a slave boy, and was brought up there, and he afterwards attained the rank of a Major in the army, besides which he was the nephew of the General Feramorz Khan the Commander-in-Chief. "Yours very truly,

"ISKANDER AHMED."

WITH MARSHAL CONCHA.

(FROM THE "TIMES'" SPECIAL CORRESPONDENT.)

HEAD-QUARTERS OF MARSHAL CONCHA, LODOSA, JUNE 15th.

I HAVE heard much from different quarters of Marshal Concha's ferocity of character, but my personal experience enables me to contradict these reports. He is severe, but he is just, and although his officers and men speak of him with something like terror, all have confidence in his genius and would not, I feel sure, wish themselves commanded otherwise than as they are, for every Spaniard in and out of Spain acknowledges that an iron hand is necessary to keep down the turbulent spirit of the inhabitants, whose only idea of liberty is to be permitted to do as they like.

We had an example yesterday of Marshal Concha's firmness of purpose. About a couple of companies of artillery had been guilty of insubordination, and they were made to parade in heavy marching order, but unarmed, in a field outside the town, and in the presence of the rest of the troops that are here. A court-martial was held in the open air, which found them all guilty, but as it was impossible to punish so many men, they were drawn up in a line and every tenth man called out to the front. Thus 19 were collected and sentenced to six years' imprisonment. The discipline of the troops is improving daily and their appearance is also much more soldier-like than it used to be. Marshal Concha's presence here is also having a wholesome effect on the peasantry, who are decidedly Carlist. He has given them to understand that since they wish war, it is his intention to satisfy their tastes to the utmost. He will punish the towns by fines and contributions, and any act of treachery or hostility will meet with immediate chastisement. The consequence is that the people are particularly civil to every one who comes with the army, and, in justice to the army, it may be said that the behaviour of the men is admirable. If the officers would only see a little more into the internal management of their companies and regiments, cleanliness would be promoted and disease lessened.

The Carlists, it appears, intend defending Estella, and for this purpose have been fortifying several villages situate on the road as well as the heights round Estella itself. Once, however, any one of these heights is captured Estella becomes untenable, for it is situated in a deep hollow. According to the Cuartel Real, Carlist official organ, the Carlist infantry is composed as follows:—Eleven battalions of Navarre, including one of Engineers, nine battalions of Biscay, eight of Guipuzcoa, six of Alava, nine of Castille, one Royal Guards, two of Catalonia, two of Asturias, six of Aragon, 22 of Catalans, 25 Valencia, two Cuencia, one Galicia—total 101 battalions of Infantry. Of these, Dorregaray is supposed to have about 50 battalions, the rest being dispersed about the different Provinces. I have heard on very good authority that he has also eight guns of the latest pattern, and believe that if this number is not correct it is nearly so. The weather having now cleared up and the necessary provisions and stores having come to the front, we hope to make a move forward. Lodosa is certainly not a very inviting place to remain in. The houses are mostly built of mud, or unbaked brick as it is called here, and each block is the size of an iron plate or a large man-of-war. Thus everything is the colour of mud, and, to add to the monotony of this tint, the Ebro, which generally at this time of the year is clear and mild, is now running at a furious rate, thick with earth, and bears the appearance of chocolate. A short time ago it carried away a great portion of the fine railway bridge on the Pampelune line, situated close to this town. The habitations around Lodosa are quaint, being nothing less than caves dug in the ground on the precipitous face of the hills which dominate it. These caves have the merit of being delightfully cool in summer, and the families who live in them keep there also their wine, vino de al Rioja, which is made in this part of the country in large quantities.

It is impossible to say which way Concha intends advancing, for although he has 30,000 men of his own left, at Sesma, I much doubt if he will join it. I believe he will move to the right, and perhaps the chief attack on Estella will be made from Peunte la Reyna. At the present moment the Government troops extend from Sesma, on the left, through Lerin and Larraga, to Peunte la Reyna. The Lerin road is a very dangerous one, being commanded by heights which will cost a terrible carnage, and as the hills overlooking Estella on this side, called Penas de los Castilles de los Moros, are fortified, it will not be strange if Concha chooses another point of attack. Every one expects to move on shortly to Sesma or Lerin, but I shall not be in the least surprised to find myself in or near Tudela very shortly. We hope that the fine weather has set in, and although marching in hot weather is by no means pleasing, flounder-ing in mud and slush in the midst of Cavalry and innumerable waggons is still less pleasant. The work is terribly hard for the poor mules, many of which are dying weekly from sheer exhaustion. I saw one lying dead last night in the street near the Casino, and another was so fatigued that he deliberately laid himself down to die, and no amount of cruel blows, which were showered by brutal drivers pretty plentifully, could induce the poor animal to make another effort to live on a little longer. The treatment of animals in Spain, even in the streets of Madrid, is shameful, so you may imagine what it is in a camp where it is perhaps a gain to the proprietor to kill his beast. The Society in England against cruelty to animals would be rather puzzled here to make a muleteer understand what constitutes cruelty. The ill-treatment is not confined to blows. Look at the way bullocks and sheep are transported by railway, and the manner in which they are forced in and out of the trucks, and you will lose all patience with the monsters who are belabouring the animals with blows you can hear almost at any distance. It is fortunate that nature sinks quickly under this treatment, for such suffering for any length of time would be intolerable. Spaniards pride themselves on their generosity and nobility of heart, but these qualities should show themselves a little more palpably than they do.

SALE OF YEARLINGS.

ON Saturday, (June 20,) Mr. Edmund Tattersall obtained, for 33 yearlings, the property of the Stud Company, 9,570 guineas, or an average of 290 guineas for each yearling disposed of, and although this average is much below that of last year, it must still be looked upon as a good sale, leaving a handsome sum to be carried to the credit of the shareholders, when the fact is taken into consideration that each yearling is supposed to have realized a profit, if disposed of for 100 guineas.

The attendance was but small and, taking into consideration the fact of the small number of buyers present, it certainly was a remarkably good sale. No price was, however, paid for anything so high as that obtained at Hampton Court for the brother to Julius, although the average was much higher. The highest price was given for a chestnut colt by Blair Athol—Circe, by Dundee (a regular Middle Park pedigree), which realised 1,200 guineas. Three lots, however, were not disposed of until the biddings in each case reached four figures. The first lot sold was a bay colt by General Peel—Matilda, by Orlando, which, though small, and with not the best of joints, realized 50 guineas, at which price he was not cheap although he has some racing points. Lots 2 and 3—a colt by Caterino—Marchioness Maria and a General Peel filly—Solias (a rarely bred mare, she being sister to Neptune, but at present a failure at the stud), each realized its value at 50 guineas, as the colt is leggy and has a weak back and the filly has not the best-shaped legs. The next lot, however, was very cheap, being worth four times the amount (25 guineas) for which Mr. Bates obtained her. Another General Peel colt, unfashionably bred on his dam's side, realized quite his value, as although a lengthy colt, with plenty of power, his points have not a promising appearance. Perhaps the cheapest animal sold during the day was Prince Batthyany's 300-guinea purchase—a bay colt, by Lozenge—Butterfly, a horse with size and power, standing over a lot of ground, with great quality and racing-like appearance. We hope his backs may not prove troublesome, as they have a curby look about them, and that is about the only fault it is possible to find with this promising colt. Among those his dam has not been successful at the stud is the Sweetmeat cross bids fair to obtain for her a better position among the stud matrons. We hope, for the sake of the good sportsman who purchased him that Mr. Tattersall's wish may be fulfilled and Prince Batthyany find in him a second Galopin. Would not Butterscotch be a good name for him?

Joseph Dawson obtained quite one of his sort in a smart, speedy-looking, shortlegged filly by Camerino, splendidly bred on her dam's side, she being out of Tisiphone by Orlondo, her dam Torment by Alarm-grand-dam by Glencoe—a racing pedigree, indeed, and with the right cross, too, and we fully except this filly (in such experienced hands) to be troublesome at Lincoln in the Spring. Mr. "Gordon" obtained for 40 guineas a rather nice filly by the expatriated Breadalbane; she, however, was lame from some cause not recognizble. The next lot, a small lop-eared colt, by Knight of the Garter, realized his full value, 70 guineas and was taken by a very unusual purchaser at yearling sales, George Fordham, and should he be as good a judge of yearlings as he is of pace this colt, notwithstanding his appearance, would indeed prove a bargain; we are afraid, however, such is not the case. Mr. Chaplin gave quite her value for the filly by Beadsman—Jocosa, as she has a split under the knee inside her off leg (the worst possible place), and her hind legs are too far away from her. The Marsyas colt—Nukuheva, a good-looking, powerful, and lengthy colt would, but that he crosses his legs when moving, have been cheap at 400 guineas to Mr. Dover. A very useful-looking colt by Caterer—Countess of Burlington, on short legs and with plenty of bone, was cheap to Mr. G. Masterman at 270 guineas, as was the filly by Blair Athol—Topsy, for which Mr. Frost gave but 60 guineas, obtaining one of the bargains of the day, as, although his purchase is rather small, she is very speedy-looking and is sure to win races. A bay filly (sister to Rosicrucian and Chaplet), by Beadsman—Madame Eglantine, will never change the deeds of her progenitors or of her other relatives, and in her was probably seen the dearest yearling disposed of this year. Captain Machell, in giving 1,000 guineas, obtained her for about her weight in gold, as she is very small, no girth, and with light arms; in fact, had it not been for her disting uished relationship, she would not have realized 60 guineas. However, "blood will tell," and this filly, lig ht and small as she is, may bring back some of the money in selling races with a light weight upon her back. A Gladiateur colt out of Calerina, although he will never be a big horse, is a pocket Hercules, and well worth the 250 guineas given for him by Mr. Fenwick.

For 360 guineas Mr. Chaplin obtained a nice level filly by Blair Athol—Crinon. It was quite her value, however, as she will probably "join the band" before long. Captain Machell was more fortunate in his next purchase, obtaining a remarkably clever colt by Gladiateur—Lovelace, below his value, at 690 guineas, as he is sure to race. Probably the best colt sold during the day was the chestnut scion of Blair Athol and Alcestris, a Touchstone mare—a colt bred the right way and that will develope into a more than average performer. Bidding for him was started by Sir George Chetwynd offering 500 guineas, capped by 600 guineas by Mr. Peck, and to the two the fight was confined, the latter obtaining him, far from dear, at 1050 guineas. The big filly by Blair Athol—Papoose, although a remarkably nice animal in the stable, did not figure to advantage out of it, and was not cheap at 300 to Mr. Fenwick. A chestnut filly by the same sire—Chiffoniere (sister to Buccaneer) was so loaded with fat that it was impossible to form an opinion about her; she, however, seemed very wide in the chest, and was well sold at 300 to Mr. "Gordon." That good judge, Mr. W. Bevill, picked up a cheap filly by Marsyas—Frolicsome at 70 guineas; she is much like her sire, and looks like racing. The brother to Glenalmond, if judged by weight, was cheap, but if judged by racing-like points and appearance he was very dear at the 600 guineas Mr. Hayhoe (presumedly on commission) gave for him. It is some time since Mr. Naylor owned racehorses, and in buying the filly by Marsyas—Slumber for 150 guineas he made no mistake, as she was very cheap; it is to be hoped that we shall again see the Macaroni primrose on the turf. For the chestnut colt by the First Lord of the Cobham harem—Circe, a daughter of Dundee and Magic, by Melbourne, there was a severe struggle between Mr. Chaplin and Captain Machell; the latter proving the better stayer, and obtaining a decidedly not cheap horse for 1,200 guineas, after which Mr. Peck purchased a beautifully-topped colt by Blair Athol—Foible, and very cheap he would have been had he moved with his hind legs more under him. He was, however, bad in this respect and his looks did not improve by a close inspection.

Captain Machell purchased another cheap animal in the colt by Gladiateur—Rose of Kent, as, although small, he has plenty of bone and propelling power, with all the speedy look of the family, and he will make a race horse. The Gladiateur filly out of Ragiuella will well repay Mr. Chaplin the 280 guineas for which he obtained her; she is a smart-looking, leggy filly, a little light of bone, however, Mr. "Gordon" added another to the list of his purchases by buying for 60 guineas a blood-like filly by Macaroni—Justitia, by St. Albans, which he would not have obtained but for her being lame. Another of Camerino's stock (from Merry May by Orlando) was a really nice colt, as he had length, size, and power, was a good mover and sound, and was very cheap at 510 guineas to Mr Cranthamn, as would the half brother to The Pirate have been had he been a better mover, a common, short-quartered sister to Gamos would, on the contrary, have been dear at almost any price, and with the next lot, a brown filly, by General Peel—Queen of the May, we saw the last of the Stud Company's 1874 yearlings (a more than average lot), and she was bought by Woolcot cheap at 105 guineas.

Two yearlings, the property of a gentleman, were then offered. One would do for a "Polo pony," the other was a nice filly, and from her relationship to a horse that has shown form (Selsea Bill) a fair prize was realized for her, Mr. "Baird" obtaining her (not dear) for 330 guineas.

Mr. R. Combe was fortunate in breeding five such yearlings as those offered by him, for which he obtained 1,490 guineas, or an average of 298 guineas. They were all smart, racing-like animals, the pick of the basket being a brown filly by Beadsman—Alberia, which Mr. Frost showed good judgment in purchasing for 420 guineas, much under her value. Mr. Gulliver, the Swalcliffe breeder, offered half-a-dozen good-looking yearlings by General Peel; they were, however, not sold, and will be disposed of at Alexandra Park on July 4. In conclusion, we would suggest that the catalogue should be got up with more care than on this occasion there were numerous mistakes. Appended are details:—

	Guineas
Bay colt, by General Peel—Matilda, by Orlando (Mr. G. Lawrence)	150
Brown colt, by Camerino—Marchioness Maria, by Colsterdale (Mr. Dover)	50
Bay filly, by General Peel—Elias (sister to Neptunual), by Weatherbit (Mr. Fenwick)	50
Chestnut filly, by Man-at-arms—Myrus, by Stockwell (Mr. Bates)	25
Bay colt, by General Peel—Lady of the Manor, by Lord of the Soil (Mr. Dover)	95
Bay colt, by Lozenge—Butterfly, by Bantam (Prince Batthyany)	300
Bay filly, by Camerino—Tisiphone, by Orlando (Mr. Joseph Dawson)	60
Chesnut filly, by Breadalbane—Armada, by Buccaneer (Mr. "Gordon")	40
Bay colt, by Knight of the Garter—Ladylike (dam of Birthday, Birthright, &c.), by Newminster (Mr. G. Forsbrook)	70
Brown filly, by Beadsman—Jocosa, by Fitz Roland (Mr. H. Chaplin)	350
Chestnut colt, by Marsyas—Nukuheva, by Neasham (Mr. Dover)	400
Chestnut colt, by Caterer—Countess of Burlington, by Touchstone (Mr. G. Masterman)	270
Bay filly, by Blair Athol—Topsy, by Kingstone (Mr. J. Frost)	60
Bay filly (sister to Rosicrucian and Chaplet), by Beadsman—Madame Eglantine (dam of The Palmer, Morna, Asterope, &c.) (Captain Machell)	1,000
Bay colt, by North Lincoln—Black Rose (dam of Bayminster), by Neasham (Mr. Leigh)	70
Bay colt, by Gladiateur—Celerrima, by Stockwell (Mr. Fenwick)	250
Chestnut filly, by Blair Athol—Crinon, by Newminster (Mr. Chaplin)	360
Chestnut colt, by Gladisteur—Lovelace, by Sweetmeat (Captain Machell)	270
Chestnut colt, by Blair Athol—Alcestis, by Touchstone (Mr. R. Peck)	1,050
Chestnut filly, by Blair Athol—Papoose, by Newminster (Mr. Fenwick)	300
Chestnut filly, by Blair Athol—Chiffoniere (sister to Buccaneer), by Wild Dayrell (Mr. "Gordon")	300
Chestnut filly, by Marsyas—Frolicsome, by Weatherbit (Mr. W. Bevill)	70
Bay colt (brother to Glenalmond and Claremont) by Blair Athol—Coimbra (dam of The Druid and Stonehenge) (Mr. Hayhoe)	600
Bay filly, by Marsyas—Slumber, by Saunterer (Mr. R. G. Naylor)	150
Chestnut colt, by Blair Athol—Circe, by Dundee (Mr. H. Chaplin)	1,200
Chestnut colt, by Breadalbane—Foible, by Faugh-a-Ballagh (Mr. Peck)	340
Bay colt, by Gladiateur—Rose of Kent (dam of Sycee, Hopbine, Rose of Eltham, Maiden's Blush, and Lord Mayo, by Kingston (Captain Machell)	620
Bay or brown filly, by Gladiateur—Reginella (dam of Guy Dayrell, Cotham, &c), by King Tom (Mr. H. Chaplin)	280
Bay filly, by Macaroni—Juanita, by St. Albans (Mr. "Gordon")	80
Chestnut colt, by Camerina—Merry May, by Orlando (Mr. "Grantham")	310
Brown colt by Saunterer—Kate Dayrell (dam of The Pirate, &c), by wild Dayrell (Mr Peck)	240
Bay filly (sister to Gamos, winner of Oaks), by Saunterer—Bess Lyon (dam of Goldylocks, Sunnylocks, Pearlfeather, and King George), by Longbow (Mr Gordon)	75
Bay or brown filly by General Peel—Queen of the May, by Ethelbert (Mr. H. Woolcot)	105
Total	9,570
Average	290

Also, the following yearlings, the property of a gentleman:—

Bay filly, by Nutbourne—Southern Cross (dam of Selsea Bill), by Young Melbourne (Mr. Baird)	330
Chestnut filly, by Abergeldie—Agatha, by Ethelbert (Captain Candy)	25

Also the following yearlings, the property of Mr. Richard Combe:—

Bay filly, by Elland—Duchess, by St. Albans (Lord Charles Ker)	170
Brown filly, by Beadsman—Alberia, by Trumpeter (Mr. Frost)	420
Chestnut colt, by Blair Athol—Columbia, by Charleston (Mr. R. Peck)	900
Chestnut colt, by Breadalbane—Village Lass (dam of Rustic, Countryman, &c), by Pyrrhus the First (Mr. H. Woolcoot)	100
Brown colt, by Elland or General Peel—Weatherside (Mr. Joseph Dawson)	100

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